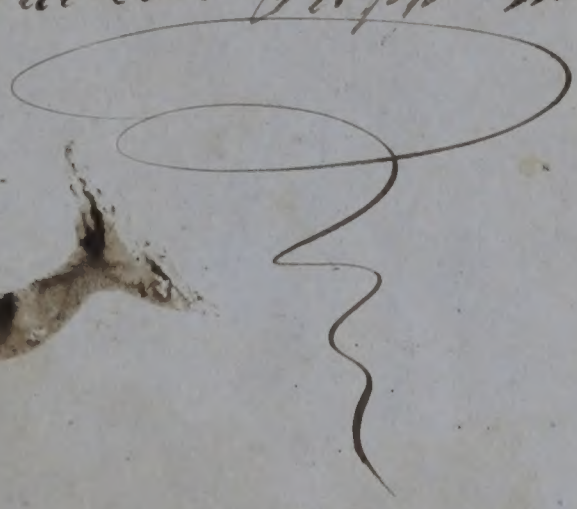


33
34



Cepha L. Thomas Ship Master
 New Bedford Vailed May 13th 1838
 Bound to the Arctic Sea,
 Pardon Grips Master



\$ 400 00
 3 00
 1 00
 42

\$ 8 = 42

8 = 84

1 = 50

10 = 34

MM

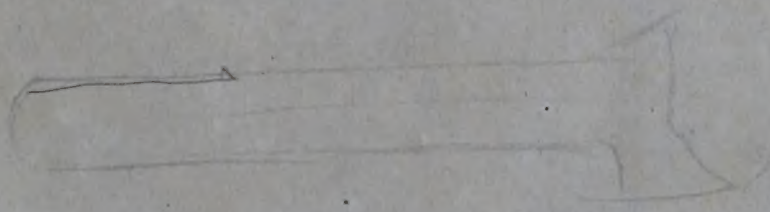
Cepha L. Thomas

1836.

W. G. King, Secy. of the A. S. S. C.

George B. Thomas

J. J.



Sarah J. Davis

President

July 4-5-6-7-8-9

Check

Lucinda W. Thomas.

Who Did

Lucinda Thomas

Benjamin F. Thomas

July 9

Ship Moman of New Bedford Capt Briggs

Aug the 1st 1850

At 10 o'clock AM got under way from Clarke's point with the wind V E undertook to beat out of the Harbor but at 6 PM let go anchor near Robertson Shoal. Latter part foggy Got anchor watch, Guard, this first day in Ship Moman.

Friday Aug 2nd 1850

Commenced with light wind, and foggy weather employed in getting the anchors on the Board and stowing away the cable, Latter part clear Chase watch, and Boat crew, Lot of Long W

Saturday Aug 3rd 1850

Light wind, and foggy weather employed getting the Boat, and getting the running rigging clear Latter part spoke the Ellen from Hamberg Bound to New York Light wind from V E steering by the wind Lot of Long W

Sunday Aug 4th 1850

Light wind, and foggy weather the wind South steering by the wind employed in Ship duty this being the first Sunday out it seems quite lonesome Latter part light wind, from V E heading S E gave a pilot No 44. and several other sail, at 4 PM got underway at 26 fathoms, 20. and then down for Black fish and got one no observation to the waste Boat

Monday Aug 5th 1850

Strong wind from SW gave several sail nothing of importance has happened employed in getting the ready to and, this is done, no observation

Remarks on Board of Ship Roman Capt. Gifford

Tuesday Aug 6th 1850

Strong wind, from the S.W. tacked Ship. Steering S.E. employed in Ship duty. Some of the men went Sea Sick. Latter part stowed out the reefes and set the top gullant Sail, the wind w^o w. Steering S.E. & E. Saw Barque Steering to the East no observation.

Lat 39-00 or Long 65-18

Wednesday Aug 7 1850

Commenced with moderate wind from S.W. Steering S.E. & E. employed in getting the boats ready for whaling. Latter part hoisted top gullant Sail, and double reefed the top Sail. Heavy squalls of wind and rain. employed in boiling out Black fish.

Lat 38-15 or Long 64 W

Thursday Aug 8th

1850

Strong wind, and rainy weather employed in Ship duty. Latter part light wind, from the N.W. with heavy rain &c. wind, this at home.

Friday Aug 9th

1850

Strong wind, and heavy squalls of wind and rain. took in all sail to close reefed main top Sail, the wind burst. Latter part light wind, & Calm. lowered the boats for practice the wind w^o steering S.E. & E.

Lat 38-15 or Long 60-45

Saturday Aug 10th

1850

Commenced with moderate wind, and pleasant weather at 1 P.M. rose a shoal of sperm whals. Saw one for them and struck one the waste.

Lat 37-00. Long 58-00 W

Remark, on Board Ship Roman Grips Master

The Larboard & bow Boats afterwarde
got fast Mr Galspin cut his hand with a lance & hand
to cut off and come in Board. the bow boat got three
And lost a line killed one to the west
Boat and took him it long side and
took in sail. & set back crew
watcher latter part light winds from the W
employed in getting ready to cut and cutting. Saw
General Ship, steering to the Eastward so end, this 24

Monday the 12. Sea account. 1850
At one finished cutting. got dinner and cleared up
Deck, Strong winds from S & W. Doubled reefed
the top Sails. middle part got Boiling water,
latter part employed in Boiling heavy squalls of
rain so end, this 24 hours,

Tuesday Aug 13th 1850
Moderate winds and clear weather employed in
Boiling middle part the same latter part coaled
down and cleared up Deck, Strong winds from
W & end cloudy weather so end, this 24 hours,

Wednesday Aug 14th 1850
Strong winds and cloudy weather with frequent
squalls of wind and rain. Saw a sail steering
to the S & E latter part moderate winds from
the S & E steering the wind so end, this 24 hours,

Lat 34-45 N Long 53-23 W

Thursday Aug 15th 1850
Light winds from the S & E and clear weather so end.
first part latter part wind S & W steering S & E
employed in the rigging Lat 34-20 N Long 51-14 W

Remarks on Board Ship *Bernian Bound*

Friday Aug 16th 1850

Moderate wind, from S W steering S E
employed in the rigging. Started water and one
Pipe of Bread Middle part the same Latter part
Moderate wind, from S E employed in the rigging
Lot 34=40 of Long 49=00 W

Saturday Aug 17th 1850

Moderate wind, from S E heading East with the
Starboard tack, a Board first part rose a haul
of sperm whale. Lowered for them struck 4 the
iron, drove from a and one hit off the line
got one to the Starboard Boat kill him
and took him a long Life and
Got the watches, Boats crew Latter
part employed in cutting at 9 AM finished
cutting. Cleared up deck, gave a haul of sperm
whale, while cutting but lost run of them
Moderate wind, and pleasant weather so ended
Lot Long

Sunday Aug 18th 1850

Moderate wind, and pleasant weather employed
in Boiling gave a haul of Blackfish but
did not lower for them middle part set
Boiling watches, coiled down the watch
and cleared up deck, so ended this 24 hours
Lot or
Long W

Monday Aug 19th 1850

Moderate wind, from S E heading E. Employed in
Ship's duty. Middle part Strong wind. Double reefed
the top sails and furled the gill. Latter part moderate
wind employed in throwing away the spare spars
Lot 35=50 of Long 46=50 W

Bound To The Western Island, Whipp's Master

Tuesday Aug 20th 1850

Moderate winds from S.E. with pleasant weather employed in the rigging. Middle part of the gale and main sail. Latter part moderate winds and cloudy weather employed in ship duty so end, this an.

Lat 37° 0' Long 40° W

Wednesday Aug 21st 1850

Moderate winds and squally weather employed in the rigging. Started one lot of Beef. Middle & latter part made the same to end, this 24 hours, in

Lat 37° 10' N

Long 40° 40' W

Thursday Aug 22nd 1850

Strong winds from S.E. ship heading to the Eastward close hauled on the wind at 5th P.M. saw sperm whales, lowered the Boat, but had not daylight enough to catch them at sun down were ship in hope of seeing them on the morrow. at 8 at an more ship heading S.E. Latter part saw a ship to the Eastward but saw no whales so end, this 24 hours, in

Lat 37° 20' N

Long 44° 50' W

Friday Aug 23rd 1850

Strong breezes from S.E. with clear weather heading E on the wind Middle and latter part much the same. Saw a ship steering to the Westward so end, this 24 hours, in

Lat

Long

Saturday Aug 24th 1850.

Moderate winds and clear weather employed in ship duty. winds from S.E. with middle and latter part much the same

no observation

Remarks on Board Ship Roman Bound

Sunday Aug 25th 1850

Strong wind, from S by W heading S E
employed in ship duty latter part steering S by E
nothing worthy of note happen, so end this day

Lat 37-55 N

Long 38-45 W

Monday Aug 26th 1850

Strong wind, from S by W steering S by E
heavy squall, appeared and rain, nothing in
sight latter part employed in heaving out for small
stoves, set the main top gallant sail so end this day

Lat 38-10 N Long 38-58 W

Tuesday Aug 27th 1850

Moderate wind, from S by W steering S by W
employed in the rigging set the fore and main top
gallant sail, middle part strong breeze with
squall, latter part fine weather employed in
ship duty so end this day

Lat 38-27 N Long 39-05 W

Wednesday Aug 28th 1850

Light wind, and fine weather employed in ship duty
at 11 AM saw several heaving to by a 115 mizen distant
middle part light wind from S by W steering
S by E & E latter part steering S by E saw the
glow of pyral dist 60 miles, so end this day

Thursday Aug 29th 1850

Light wind, from the East heading in shore
saw a school of Grampus, lowered for them thinking
that they were sperm whales, latter part heading in
for the harbor of Fayal at 11 AM went on shore
but did not succeed in getting them off to dry land

Around Cape Horn Periton Tripp Master

Friday Aug 30th 1850

Standing off in on Royal Harbor in company with the ship Montpelier of New Bedford. Capt Fish and the George Washington of Fairhaven Capt Gibb, the ship goes of New Bedford at anchor.

Capt Tripp on shore but got off no recruits off it being too late. Middle part heading E & W off shore latter part stood in shore Capt Tripp went on shore at 10 the launch came along side with 80 Bushels of Potatoes, and 2500 onions, 50 melons, 200 heads of Cabbage 30 doz Eggs one quart of Beef, one bushel of Peaches, and shipped five men it is Capt Tripp came on board and brought a Byramester prize 40 & latter part strong breeze the ship under double reefed top sail, heading E by N of shore

Saturday Aug 31st 1850

Strong wind, from E & E steering E by N the weather cloudy at 5 P.M. spoke the ship Montpelier Capt Tripp went on board of her at 6 returned at 7 double reefed the top sail and furled the main sail employed in working spinnaker

Lat 39=44 or Long 27=36 W

Sunday Aug Sept 1st 1850

Strong breeze, from E & E heading E by the wind at 8 A.M. tacked ship heading E & W the ship under double reefed top sails employed in ship duty

Lat 40=30 Long 27=00 W

Monday Sept 2nd 1850

Moderate wind, from E & E heading E W. Middle part light wind, and fine weather latter part under the same tacked ship heading E & E and

Lat 39=35 or Long 27=10 W

Remarks on Board Ship Roman Bound

Thursday Sept 8th 1850

Tuesday Sept 8th 1850
Strong wind from the Southward clearing
by the wind middle reef the top Gail at 10 PM
wind from the W & W clearing & & latter
part made all Gail the anchor in sight

Lot 8 = 52 Long 23 = 114 W

Wednesday Sept 11th 1850

Light wind, and pleasant weather. Steering South
wind, we employed in pickling onions,
at 1 P.M. rose Mt. Mitchell, the middle part
past the east end of the island 20 miles distant

Lat 37-05 Long 93-38

Thursday Sept 5th 1850

Strongy (Breer), from the S.W. heading
by the wind with all sail out latter
part tacked in the top gullnet sail
employed in picking up division, found

Let 35=50 Long 29=33 W

Friday Sept 6th 1850

Moderate winds from E & SE steering steering
 & employed in the rigging. Latter part moderate
 winds from E & SE heading 9 E by S & 2 or 3

Let $81 = 30$ or $20 = 00$ in

Wednesday Sept 7th 1850

Moderate wind, all Sail out employed in
working in the riggin. Saw a shoal of
Blackfish lowered for them without success.

Plot 33 = 50 & Long 18 = 41 W

Sunday Sept 8th 1850

Common ones in the culture weather better
 Light wind from E & E. Lit 32-10 & 20-00

Around Cape Horn Tardoon Vessels Weather

Monday Sept 9th 1850

Calm, in milt. calm weather. employed
in the rigging middle and latter part the same

Lat 32-36 & Long 19-56

Tuesday Sept 10th 1850

Light wind, and calm, employed in the
rigging nothing worthy of note happens

Lat 32-39 Long 21-20

Wednesday Sept 11th 1850

Moderate wind, from the W heading 89W

Saw a ship heading to the SW by the wind

Latter part wind from the steering W by W

Lat 30-20 Long 22-30 W

Thursday Sept 12th 1850

Light wind, from the W steering W by W

Latter part steering S W by S employed in

the rigging

Lat 29-12 & Long 22-38

Friday Sept 13th 1850

Light, wind, and calm, employed in the rigging

steering S W by S. Latter part S and, this day,

Lat 28-31 & Long 22-28 W

Saturday Sept 14th 1850

moderate wind, from W steering heading

S W by S Latter part some rain wind from

SW employed in the rigging S and, this afternoon,

Saw a Dolphin Bottomed he caused quite an ex-

citement. he killed a sperm whale

Lat not observed

Long 22-38 W

Remarks on Board Ship Rosam

Saturday Sept 15th 1850

Moderate wind from S.E. with pleasant weather first part employed in working in the rigging middle and latter part much the same employed in the rigging in ship duty

Lat 26 = 17 N

Long 22 = 38 W

Sunday Sept 16th 1850

Moderate trade from the S.E. with pleasant weather employed in ship duty fore and latter part employed in fitting the rigging to the new spritsail yard and working in the rigging

Lat 21 = 30 Long 21 = 13

Tuesday Sept 17th 1850

Strong wind from S.E. steering S.W. with fine weather. employed in the rigging middle part wind the same latter part fore and ship heading to the Westward employed in working in the rigging to end this an hour

Lat 21 = 20 N Long 25 = 13 W

Wednesday Sept 18th 1850

Strong wind from S.E. & steering S.W. the weather pleasant employed in working in the rigging middle part wind the same with the same rain latter part strong S.E. wind with rainy weather employed in ship duty
No observation

Thursday Sept 19th 1850

Strong wind from N.E. & S.E. with rain middle part wind S. steering S.W. latter part the same employed in the rigging fore brig to the West

Lat 16 = 58. Long 26 = 57 W

Bound Around Cape Horn & Ships Muster

Friday Sept 20th 1850

Light winds from the E & steering S & W
employed in working in the rigging. Middle part
Light winds from E & E. Latter part saw a ship
steering W. employed in the rigging & end, this
Lat 35° 02' Long 121° 00'

Saturday Sept 21st 1850

Moderate winds from E & E with heavy squalls
of wind and rain saw a Barque steering
to the Southward employed in ship duty
middle & latter part the same & end, this day
no observation

Sunday Sept 22nd 1850

Light winds and calm with some rain
employed in ship duty middle part powered
for Bladysk and got on, calm. two Barques
in sight latter part light wind, and
pleasant weather & end, this 24 hours
Lat Long 27° 00'

Monday Sept 23rd 1850

Light winds from E & E steering by the
Wind Reading & middle part light wind
from the E & W steering W by S saw a ship
to the westward sudden change of wind
from E W to E & E heavy squalls of wind and rain
hurled top gallant sails and flying gill
we were here in company with an English Barque
for 4 days latter part heavy rain employed in
ship duty wind E & E & end, this 24 hours
no observation

Remarks on Board Ship Pomme Bonno

Tuesday Sept 24th 1850

Commenced with light S.W. wind, with
raining weather. at 2 P.M. changed to the West
light rain employed in minding Blackfish
Blubber Saw 5 Sail. one heading to the North
Nothing of importance happened, Good this morn

Lat 41-44 N Long 26-08

Wednesday Sept 25th 1850

Light wind, from the Northward with frequent
showers of rain employed in hoisting
middle and latter part much the same
Saw 6 Ships, Steering to the Northward
Lat

Thursday Sept 26 1850

Moderate wind, from the Northward with
pleasant weather Saw a shoal of Blackfish
Lowered for them and got one to the Bow
Bout middle and latter part the same

Lat 40-38 N Long 25-52

Friday Sept 27th 1850

Light wind, and calm employed in
working in the rigging middle and latter
part light wind, from E & Steering S

Lat 40-04 N Long 25-16 W

Saturday Sept 28th 1850

Light wind, from E & Steering S employed
in the rigging Saw two Sail. Lowered for Black
fish without success. Latter part the same

Lat 4-14 N Long 25-00

Around Cape Horn J Tripp Master

Sunday Sept 29th 1850

Commence, with light winds and calm weather. Saw four ships employed in necessary duty, middle and latter part the same steering South. So end, this, 24 hours
Lat 8-11 N Long 24-46 W

Monday Sept 30th 1850

Light winds from the S & E steering S & sails in sight. employed in ship duty, middle part heavy squalls of wind and rain from S & E latter part over a calm, heading to the Southward employed in making Sprucewood So end, this, 24 hours Lat 8-8 N Long 24-44 W

October 1st Tuesday ~~Sept 30th~~ 1850

Light wind from the S steering by the wind on the Western tack at 3 PM tacked ship heading to the S & E saw 4 ships, middle part some rain latter part light wind, from over W with cloudy weather. Steering S by E employed in making Sprucewood So end, this, 24 hours
No observation.

Wednesday Oct 2nd 1850

Commence, with light wind from the W & W with some rain. Saw two ships heading to the Southward, steering S by E middle part much the same latter part saw a large ship ahead. Moderate winds from W & W by W steering S by E employed in making Sprucewood and working in the rigging So end, this, 24 hours
Lat 6-19 N Long 23-40 W

Remarks on Board Ship Roman Bourne

Thursday Oct 3rd 1850

Moderate wind from the W & W steering S by E
one ship in sight ahead. employed in making
springing middle part equally with some rain
wind from E & W heading S & E close hauled
sland flygib and main royal and mizen top, fella
Latter part wind the same so end, this 24 hours in

Lat 5 = 27 or Long 22 = 02

Friday Oct 4th 1850

Commence, with moderate wind, from E & W
heading S & E. employed in ship duty
Broke out for water and went latter part
heading E & E wind South with all sail out

Lat 5 = 18 or Long 20 = 20 W

Saturday Oct 5th 1850

Moderate wind, from E & W heading
S & E. employed in making water
the middle part wind E & W heading S & E
Latter part much the same so end, this 24

Lat 4 = 45 N Long 18 = 52 W

Sunday Oct 6th 1850

Moderate wind, from E & W by S heading
S & E by S employed in necessary duty, middle
part heading S & E saw two sails, heading
to the Westward. Latter part heading S & E & E

Lat 4 = 32 N Long 17 = 19 W
17 = 19 W

Monday Oct 7th 1850

Moderate wind, from E & W heading
heading S & E. Saw a Barge heading to the
Westward employed in ship duty Latter part
same rain so end, this 24 hours in

Lat 4 = 00 N Long 15 = 26 W

Around Cape Horn P Tripp's Master

Tuesday Oct 8th 1850

Moderate wind, from S by W heading
E & close to the wind. at 5 P m tacked
Ship heading west by S. Sounded for Blackfish
without success. at midnight. wind S. tacked
Ship to the Eastward at 3 A m tacked Ship
N heading to the West & west by S. Moderate
wind, and cloudy weather Sounded, this 2nd

Lat 3 = 28 N Long 16 = 00 10

Wednesday Oct 9th 1850

Moderate wind, and cloudy weather
heading West by S. employed in Ship duty
at 7 P m tacked Ship heading S & by S
wind from S by W. Latter part wind South.
At 5 A m tacked Ship heading W & W employed
in making mats for the foot of the Sail.
Saw a Ship heading W & W - S & end

Lat 2 = 55 N Long 15 = 54

Thursday Oct 10th 1850

Moderate wind, from S heading W & W.
Saw one Ship heading to the W & W.
Painted the Larboard boat Latter part
employed in the rigging. Wind S heading
W & W Saw 3 Ship heading to the W & W

Lat 02 = 02 N Long 17 = 23 W

Friday Oct 11th 1850

Moderate wind, from S heading W & W
Saw 3 Ship, heading to the W & W

Capt & Painted his Boat with Green
Lead and Blackfish oil and was made
as a cutter afterwards. middle and Latter part
much the same Sounded, this 2nd hour in

Lat 4 = 14 N Long 18 = 21 W

Remarks on Board Ship Roman Bound

Saturday Oct 12th 1850

Moderate wind, from S heading W & W
Saw a Sail a head, employed in the rigging
Middle & latter part much the same Saw a
Shaul of Blackfish but did not lower for them.
Lat 00:28 S Long 19:20

Sunday Oct 13th 1850

Moderate wind, from S by E heading S W by W
on the wind. first part broke out for meat
latter part served the same employed in Ship duty
Lat 00:53 S Long 20:27 W

Monday Oct 14th 1850

Strong whole Sail Breeze from S & E.
heading S W. employed in Ship duty
Saw a Ship Steering to the northward & at Bar
que Steering S W. Middle and latter part
Strong whole Sail Breeze heading S W wind
S & E and the old Roman on her Beam, and
nearly. and a going all of her speed on the wind
Lat 2:30 S Long 21:15 W

Tuesday Oct 15th 1850

Strong whole Sail Breeze from S & E
heading S W Middle and latter part
Strong wind, from S & E Steering S & W
employed in putting Reefstuckel to the courses
Lat 4:45 S Long 22:25 W

Wednesday Oct 16th 1850

Strong breeze from S & E Steering S & W
employed in Ship duty Middle & latter part
the same employed in making circuit

Lat 7:05 S Long 23:08 W

174 days
Cross the Equatorial Line
Sunday at 9 AM

Around Cape Horn T. Tripp Master

Thursday Oct 17th 1850

Commence, with a whole Sail Breeze from
S E by S heading S W by W employed in
making circuit middle and latter part much
the same employed in the rigging &c and this 24

Lat 4:13 N Long 24:28 W

Friday Oct 18th 1850

Commence, with a whole Sail Breeze from
S E steering S W employed in making
circuit nothing happens, middle of note middle
& latter part much the same &c and this 24 hours

Lat 11:28 S Long 26:23 W

Saturday Oct 19th 1850

Strong Breeze, from S E by E. steering
S W & W employed in making circuit
middle part much the same. latter part
moderate winds from E & E. Saw a Brig
heading to the South &c and this 24 hours

Lat 13:44 S Long 28:25 W

Sunday Oct 20th 1850

Moderate winds from E & E steering S W & W
Saw two Sail heading to the Southward
Broke out for water and molasses, middle
part some rain latter part fine weather
employed in ship duty &c and this 24 hours

Lat 15:25 S Long 29:50 W

Monday Oct 21st 1850

Moderate winds from E & E steering S W & W
employed in ship duty middle part light
squalls of rain latter part light wind and
pleasant weather &c and this 24 hours in

Lat 16:53 S Long 31:16 W

Remarks On Board Ship Roman

Tuesday Oct 22nd 1850

Moderate wind, from E Steering S W $\frac{1}{2}$ W
Employed in necessary duties Middle part
Light wind, and calm at 4 P M Lat by Bellhous
fix 17-30 E. Latter part Light wind, and calm
employed in working in the rigging So end this day
Lat 17-48 E Long 32-04 W

Wednesday Oct 23rd 1850

Commence with calm weather, employed in
the rigging Saw a ship to the Southward
heading W. Middle part Light air from
S E and cloudy weather Saw three sail
steering to the Southward So end this day
Lat 18-47 E Long 33-26 W

Thursday Oct 24th 1850

Moderate wind from the E Steering S W $\frac{1}{4}$ W
one ship in sight to the Eastward steering
to the Southward employed in the rigging
Middle Middle part the same Latter part
Nearly calm Saw a sail a stern So end this day
Lat 20-21 E Long 34-42 W

Friday Oct 25th 1850

Light wind, and pleasant weather one
sail in sight a stern employed in the rigging
Middle & Latter part much the same Saw two Brigs
steering to the E & E Broke out for weather
Lat 21-00 E Long 35-39 W

Saturday Oct 26th 1850

Moderate wind, from E & E Steering S W $\frac{1}{2}$ W
Middle part wind S W Middle part Light
wind from W Went down the main royed
yard So end this day in Lat 21-56 E Long 36-35

Bound Around Cape Horn J. Whipp Master

Sunday Oct 27th 1850

Light air from N^W steering S $W\frac{1}{2}$ W
employed in necessary duty, middle
middle part much the same. latter part got a
lunar observation by Sun and moon so end this day
Lat $22^{\circ}40'$ Long by Sun $36^{\circ}16'$ W Chre $36^{\circ}53'$ W

Monday Oct 28th 1850

Light wind from N^W steering S $W\frac{1}{2}$ W. Saw two steamships,
middle part much the same. latter part saw a
Brig steering W^NW. at 8 o'clock & 20 minutes
observed of Sun and. employed in the rigging
Long by Sun $37^{\circ}12'$ W by Chre $38^{\circ}03'$ W Lat $23^{\circ}40'$

Tuesday Oct 29th 1850

Moderate wind, from N^WE steering S $W\frac{1}{2}$ W
Saw 4 Sail heading to the N^W employed
in the rigging middle part strong breeze, from
N^W steering S^W employed in the rigging so end
Lat $25^{\circ}29'$ Long $39^{\circ}20'$ W

Wednesday Oct 30th 1850

Strong N^E wind, steering S^W employed in
the rigging Saw a Sail heading N^W
middle part more moderate latter part the
same employed in the rigging so end this day
Lat $27^{\circ}18'$ Long $41^{\circ}13'$ W

Thursday Oct 31st 1850

Moderate wind, from N^WE steering S^W.
employed in the rigging latter part Saw a
large merchant ship steering S^W employed in
ship duty Lat $28^{\circ}54'$ Long $43^{\circ}40'$ W

Remarks on Board Ship Roman Bound

Friday Nov 1st 1850

Commenced with moderate wind from N W
Steering S W. a large merchantman in sight
Steering S W. at 4 P M sudden change of the
wind from N W to S. struck the ship aback
we soon got her before the wind. took in
all sail to close reefed main top sail and
fore sail. middle part wore ship heading
S W by W. blew away the foremast
stay sail. At 5 A M saw a whale ship
called her the Montreuil of New Bedford
she was steering N W for St Catharines
latter part set double reefed top sail
gill and main sail so end, this day in

Lat 28-03 Long 113-30 W

Saturday Nov 2nd 1850

Strong breeze from S E heading S W
weather fine with passing clouds middle part
the same turned the reefers out. latter part
made all sail. employed in braking out the
sail line so end this 24 hours in

Lat 29 35 S. Long 114-46 W

Sunday Nov 3rd 1850

Moderate wind from S E and S E
Saw a large Barque steering N W
middle part whole sail Breeze from W N W
latter part north steering S W. . . .
i was taken with a violent pain in my
chest and belly last night. and i took
salt and pain killer but it has not
removed the pain. so i am at a loss what
to do. it makes one feel rather down to the
soul. and makes one realize what
is desired of by going to sea

Lat 31-15 S Long 116-15 W

Around Cape Horn & Trips master

Monday Nov 4th 1850

Moderate winds from north steering S W
Saw a Sail astern steering the same way
employed in ship duty latter part wind the same
Exchanged Signals with the two Brigs one showed
French colors, the other English. at meridian
Spoke the Brig Elen of London Capt J Paddon
79 days from London Bound to Valparaiso
Capt P went on Board to end this 24 hours in
Lat 32:22 & Long 47:54 W

Tuesday Nov 5th 1850

Light winds from N E steering S W.
Capt P on Board of the Elen. at 5 P M returned
on Board. Middle part strong breezes from
S E steering S W. at 8 A M hauled the
top Gallant Sails and double reefed the top Sails
latter part the same so ends this day in
Lat 33:25 & Long 48:40 W

Wednesday Nov 6th 1850

Strong winds from S E steering S W
Saw 3 Sails. after 4 P M Bent a new main Sail
latter part moderate winds from S E steering
S W made all Sail. Bent a new main top Sail
Saw one ship ahead so ends this 24 hours in
Lat 34:50 & Long 50:22 W

Thursday Nov 7th 1850

Commenced with a whole Sail breeze from
S E steering S W Middle part much the same
latter part wind N E and E N E steering S W
employed in setting up rigging. Bent a new
fore top Sail and a new main Spencer so ends
Lat 36:52 & Long 54:20 W

Remarks on Board Ship Roman Cruising off

Friday Nov 8th 1850

Moderate wind, from the S & steering S & W
at 7 P.M. took in Sail for the first time Sat
Boats crew watches in Lat 37:05 Long 51:30 W
at midnight wore ship heading W & W
at 5 A.M. made all Sail steering S & W
Saw several Hump Back, so ends this day
Lat 38:00 Long 52:00 W

Saturday Nov 9th 1850

Moderate wind, from the N & N W light
Shower, of rain. steering S & W at 7 P.M.
took in Sail and set Boats crew watches
Latter part employed in the rigging saw a great
number of pinkback, & blueback, so ends this day
Lat 38:30 & Long 51:45 W

Sunday Nov 10th 1850

Commence, with moderate wind, from
North steering S & W employed in the rigging
at 4 took Sail and set Boats crew watches
the wind the same middle part strong wind
from N & heading N W by N. hauled the
fore Sail and double reefed the the main top
Sail latter part wind hauled to the Westward
Same squally with rain so ends this 24 hours
no observation

Monday Nov 11th 1850

Blowing a gale from W & W with some
rain middle part much the same latter part
moderate wind, set double reefed topsail
jib & main sail employed in ship duty
Lat 39:00 & Long 52:10 W

Rode Laplata. J Shipps Master

Tuesday Nov 12th 1850

Strong wind, from N W steering S W
at 3 P M wind hauled the W & W hauled
gib & main sail close reefed the top sail,
at 4 P M set half watches. Long by Lunar at 3 P M
52:18 W by Chron 53:00 $\frac{3}{4}$ W latter part
moderate wind, made all sail to end, then a lower
Lat 40:10 S Long 52:18 W

Wednesday Nov 13th 1850

Light wind, from W S W heading S. the weather
pleasant employed in ship duty at 3 o'clock 20 min
Long by Lunar observation of Sun & moon
52:20 W by Chron 53:05. W Error of Chronometer
03:00 second, West. Middle part light wind
and later with frequent squalls of wind
at midnight hauled the main top gallant sail
double reefed the top sail, and hauled gib &
main sail. Strong wind, from S S W
latter part closed reefed the fore & main top
sails. wind S W heading W S W to end
Lat 40:11 S Long 52:11 W

Thursday Nov 14th 1850

Commence with strong wind, from
S W: & W S W employed in ship duty
frequent squalls of wind and rain.
Middle & latter part moderate wind
and pleasant weather made all sail
Lat 40:22 S Long 53:20 W

Friday Nov 15th 1850

Moderate wind, from W S W heading S
saw a number of finback, middle part wind
from S W steering S W by S latter part sent
in the fly gibboom wind much the same
Lat 41:44 S Long 55:00 W

Remarks on Board Ship Roman Bound

Saturday Nov 16th 1850

Fresh breeze, from N W Steering S W by E
at 4 P M hauled fore & main top Gallant Sail
Middle part Strong wind, from N W double reefed
the top Sail, hauled gill and main Sail
at 3 P M heavy squalls of wind and rain from
N & W with heavy thunder and sharp lightning
hauled fore and main top Sail, and close reefed
the main top Sail. Latter part Strong wind,
with clear weather. Set double reefed top Sail,
gill & main Sail to end this 24 hours

Lat 43:48 S Long 55:40 W

Sunday Nov 17th 1850

Strong wind, from W & W heading N by E
Saw a sail astern but could not make her
out middle part Set whole top Sail. Latter
part Set the top gallant Sail. W & W Steering
S & W. A heavy swell from S & W so and

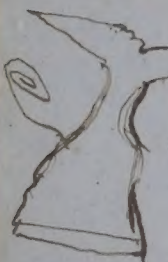
Lat 45:24 S Long 56:00 W

Monday Nov 18th 1850

Moderate wind, from N W Steering S & W
the weather very pleasant employed in Ship

Middle part At 11 P M rose a Ship Aborting
at Daylight Spoke the Ship Queian of
Providence R.I. Capt Swift 3 1/2 months
out 120 M sp. Capt I went on Board
and stope 2 hours. at 6 P M rose A School
of sperm Whales. lowered for them and struck
one to the Larboard Boat. and he took the
Line. Saw and chased more whale without
Success. at 1/2 past 11 spoke the Ship (Bassini)
of New Bedford Capt Winslow. the R
in 5 months, 300 sp sent home the R got one
Boat stove and one captured and had two
Boats out of sight to the Leeward Lat 46:30 S

Took a Line



Long 57:00 W

Around Cape Horn & Tripp Master

Tuesday Nov 19th 1850

Strong wind, from the W by S. the top sail,
Double reefed. the Ship, Casim of Providence
& Roer of New Bedford in sight. at 3 P.M.
Picked up one Boat crew Belonging to the Roer,
made signals to the R and she came down at
4 o'clock they returned on Board. at 4 P.M. the R
had not found her first officer, and Boat crew
which had lowered for a while some 8 hours
previous. Middle part wind W by S. and a thick
fog latter part much the same so ends, this 24 h
No observation

Wednesday Nov 20th 1850

Commence, with a thick fog. the Ship under
double reefed top sail. at 4 P.M. spoke the
Ship Medecoon Capt Bonney 5 months out
110 lbs on Board. Capt B came on Board
at 6 P.M. spoke Ship Roer of N.B. Capt
Winslow. 5 months out. sent home 348 lbs.
from the western island, Capt W reports
of his looking at boat crew containing
his 3rd officer and Mr Curtis & 4 other Americans
and one Portuguese. Capt J. & Capt W went
on Board of the Medecoon at 10 P.M. returned
on Board. sent Boat crew watches at 10 P.M.
latter part light wind and calm, employed in
fitting head straps. & cut off 15 fathoms of the
Starboard cable for a fluke chain. the R and
M in sight to the windward. wind N by E heading
N.W. so ends, this 24 hours, in

Lat 46-42 S

Remarks on Board Ship Roman

Thursday Nov 21st 1850

Commenced with foggy weather wind W
at 4 P.M. Clear weather. Saw the Ship Metabon
of New Bedford taking a whale along side
which she picked up Dead. Capt. I went on Board
Also. spoke the Electra of New London Capt
Clark 6 months out 93 lbs sp. Middle part
light wind, and foggy. Latter part picked up
A Stoven Boat belong to the Ship Procion,
of N.B. but there was no signs of any crew
I suppose that they was all drowned soon after
they was stove took the Boat along side and
hoisted her in on deck. The most of her Craft
was in her. The ship Min sight a cutting
this day end with light wind and Calms

Lat 46:50 S Long 56:11 W

Friday Nov 22nd 1850

Light wind from E & steering N.W.
Middle part Light wind, and foggy weather
employed in the necessary duty. Saw two Swamps
Latter part Strong Breeze from E heading W

Lat 46:30 S Long 56:34 W

Saturday Nov 23rd 1850

Strong Breeze from E.W. Saw a Large Ship
heading to the westward at 7 P.M. took in
Sail and set Boat, crew watches middle
part foggy. Latter part moderate wind,
and some fog nothing in sight Sound this

Lat 46:16 S

Sunday Nov 24th 1850

Moderate wind from E.W. with foggy weather
Middle part the same Latter part clear & dry
at 9 P.M. steering S.W. nothing in sight

Lat 46:35 S Long 56:40 W

Cruising off Rhodeplata for Sperm

Monday Nov 25th 1850

Fresh Breer from NW steering SW
employed. Ship duty at 4 PM hiked to the
ward heading W wind NW by N middle part foggy
latter part strong wind from NW with some fog
Lat 46:45 S Long 56:47 W

Tuesday Nov 26th 1850

Strong wind from NW with fog
middle part wind from SE with misty weather
latter part wore ship heading NW set gill
and main sail saw one ship so end,

Wednesday Nov 27th 1850

Light wind and foggy weather saw two ships
wore ship heading SE latter part some fog
saw a dead whale but he was not fit to cut
in lowered the Harbour Boat and got one
gorn and 50 fathoms of tow line. the area
was marked B. H. Rich. so end, the day
Lat 46:20 S Long 57:24 W

Thursday Nov 28th 1850

Strong wind from NW heading NE
wore ship several times. Spoke Ship Nausau
of New Bedford Capt White 4 months out
30 lbs sp. also spoke Ship Rocius Capt
Winslow he came on Board. but did not
take his Boat. because it was so rough
at 4 P.M Capt W returned on Board
middle & latter part much the same. in company
with the Rocius so end, this 24 hours
no observation

Remarks on Board Ship Rosam

Friday Nov 29th 1830

Light wind, from the N & W with foggy weather
Middle part much the same. Latter part
Capt Winslow came on Board and got his
boat which we picked up which we picked
up on the 21st. To end this day in a thick fog
no observation

Saturday Nov 30th 1830

Commenced with a thick fog and nearly calm
Middle part much the same. Latter part
Wind S & S W heading W by S saw two
ships heading to the westward To end the day
Lat 46.18 S Long 67.05

Sunday Dec 1st 1830

Moderate winds from S & S W heading W by S
Saw two ships heading to the westward
Middle part strong winds from S
Latter part strong winds from S with
pleasant weather. Saw two ships. To end
Lat 46.23 S Long 59.12 W

Monday Dec 2nd 1830

Strong winds from S steering E by E
Saw the ship Ocean of Providence
and several other ships which we did not
make out at 5 PM spoke the vessel of
New Bedford. Capt Whit & mother out 30 lbs of
Latter part strong winds got close reefed top sail
saw 4 ships. More ship several times heading
S & E on one tack and W & W on the other
To end this day in Lat 45.48 S Long 57.04 W

Cruising off Reidelaplata P. Yipps Master

Tuesday Dec 3rd 1850

Strong winds from S & W. set the main sail and
close reefed top sail, at 4 took in sail as usual
latter part set close reefed top sail & main sail
heading S & E. saw a ship heading N W wind
Lat 46:00 S Long 57:02 W

Wednesday Dec 4th 1850

Strong winds from S & W heading S & E
set several ships, at 4 PM took in sail
middle part much the same. latter part
more moderate winds, W. saw 6 ships
Lat 46:14 S Long 57:06

Thursday Dec 5th 1850

Strong winds from W. with pleasant
weather. at 2 PM spoke the Spanish Barge
Rosario of Malaga. from Malaga Bound
to Valparaiso. saw 5 ships, middle part
much the same heading N W latter part steering
S saw two ships heading to the Northward
winds now steering S. ~~thick~~ the weather
is thick and well for sperm whale,
Lat 46:37 S Long 57:06 W

Friday Dec 6th 1850

Strong breeze from W & W steering
S & by E. nothing in sight at 4 P.M. took sail
latter part moderate winds made all sail
nothing of importance happens to me, this morning
Lat 47:10 S Long 57:10 W

Saturday Dec 7th 1850

Light winds and some rain. at 4 PM strong
winds with heavy squall of wind & rain. at 5 PM
took in sail heading N & W with the larboard tacky aboard

Remarks on Board Ship Roman Cruising

Sunday Dec 8th 1850

Moderate Wind and pleasant Weather. Wind at 10
Saw several humpback, and finback, at Sun do
double reefed the top sail, and handed yib
and main sail. Middle part. Wind, W. Latter part
strong breeze from S W steering N E by E
saw 3 ships, heading N N W so and then a hour
Lat 46:36 & Long 57:14 W

Monday Dec 9th 1850

Strong wind, from S W with. Clear Weather
steering N N W. 3 ships in sight at 3 P M
handed the top gallant sail, at 5 took in sail
and let her lay until morning. Latter part
made all sail and steering different courses
Lat 45:56 Long 57:57 W

Tuesday Dec 10th 1850

Moderate Wind, from S S W with. pleasant
Weather. steering different courses. at 2 P M saw
a Brig heading W. She showed English & American
Colours, at 3 spoke the Ship John Well, of New Bedford
Capt Cross 6 months out 150 Tps Capt C. came
on Board and took tea Latter part Wind S
nothing in sight except Curlew, of 3 P M
Lat 46:10 & Long 58:10 W

Wednesday Dec 11th 1850

Moderate wind, from S steering N E
Middle part moderate wind, from North, saw several
ships. Latter part much the same. at 11¹/₂ spoke
the Ship Electra of New London Capt Clark
Capt Whipp went on Board of the E and got dinner
Lat 45:54 & Long not obs

off Roridelaplata P Tripp Master

Thursday Dec 12th 1850

Strong Wind, from S W. Sailing in company with the Electra of New London. & the Franklin of New Bedford. the Roman Beat Men fair play hundred top gullant sail, and double reefed the the top sail, at 4 tock in sail. Capt J Cume on Board middle & latter part w S W wind with clear weather so end this day two ships in sight

Lat 45:52 S Long 57:02 W

Friday Dec 13th 1850

Strong Breeze from N by S heading S W by S Saw two ships middle part foggy Saw one ship. Latter part clearing E by S nothing in sight the Wind and Weather much the same so end

Lat 46:20 S Long 56:40 W

Saturday Dec 14th 1850

Moderate Wind, and pleasant Weather nothing in sight at 4 P M took in sail and Boats Crew watches heading to the N E

Latter part wore ship heading S W Saw 5 ships. Saw one we called one Eric of F. Sh

Lat 46:31 Long

Sunday Dec 15th 1850

Moderate wind, with pleasant Weather

Spoke ship St George. & Gov Group 3 months out clear. Capt Cygell and Capt Tripp went on Board of the St George at 10 P M returned on Board. wind W or W with pleasant weather. Latter part much the same

Lat 46:30 S. Long

Remarks on Board Ship Roman

Monday Dec 16th 1850

Moderate wind from W. & W. Saw 3 ships.
The weather very pleasant middle part much the
same. The latter part cloudy weather and squally
weather at 4 AM rose a School of Sperm Whales,
lowered for them. Tremendous thunder, and
lightning in every part of the horizon at 10 AM
struck one to the waste Boat.
The Starboard boat killed him, a few
moments before the whale turned up
We had a tremendous hail storm. The hail stones
would measure an inch in diameter and they
weigh from one to 3 ounces, this day ends
just to this, Large Sperm Whale.
No observation

Tuesday Dec 17th 1850

Strong wind, with sudden change,
At one PM took the whale along side and
commenced cutting. got one side of his head
cut and quit for the night. at four AM the
jake chase parted and away went the whale
the latter part got him along side again
and put 15 fathoms of the cable on him
it being too rough to cut on him. the wind
strong from the starward so ends this day
No observation

Wednesday Dec 18th 1850

more moderate commence cutting but did
not get his head off before night it being
very rough cutting. At 8 PM lashed down
for the night. the middle and latter part
blowing a gale from N. & W. during the night
the whale head come off. we are waiting for
good weather to cut

Cruising off Newfoundland & Tripp's Master

Thursday Dec 19th 1850

Strong wind with heavy swell from S W
hooked on and commenced cutting on the body
at 6 P.M. finished cutting the Body. Middle
part commenced Bailing. Latter part cut in the
Bunk. employed in Bailing. wind & weather much
the same to end, this 24 hour, 3 ships in sight
no observation

Friday Dec 20th 1850

Wind and weather much the same. Employed
in Bailing the case. we found it had most run
out. we got about 6 bbls. middle part employed
in Bailing on the head. Latter part set double
reefed top sail, saw 6 ships. the weather for
more moderate to end, this 24 hour, in
no obs

Saturday Dec 21st 1850

Strong Breeze from S W. Employed in
Bailing. at 6 P.M. took in sail. middle part
close reefed the main top sail. the latter part
more moderate employed in Bailing to end
Lat 46:08 & Long 58:08 W

Sunday Dec 22nd 1850

Commenced with strong S W wind with
a heavy swell. Employed in Bailing
middle & latter part much the same at
10 A.M. cooled down the work, and cleared
up deck, the weather more more more more
moderate. Nothing in sight to end this 24
Lat 46:08 Long 58 50 W

Remarks on Board of Ship Norman Bound

Wednesday Dec 23rd 1850

Moderate wind from S W employed in ship duty at 6 Pm set Mast crew weather, latter part all hands employed in stowing down. Light mist of rain with strong breeze from S W so end this 24 hours, no observation

Thursday Dec 24th 1850

Moderate wind from S W. with pleasant weather all hands employed in stowing down at 7 Pm finished stowing down. set whole topsail, and set sea weather. this whole showed us down rising 90 lbs, latter part light wind and calm so end this 24 hours
Lat 45:08 S Long

Friday Dec 25th 1850

Light wind, and pleasant weather employed in ship duty. Middle part calm and foggy latter part strong winds from S. E. Ship on the Western tack
Lat 45:30 Long 61:00

Saturday Dec 26th 1850

Commences with fresh winds from S. E. heaving S. W. with all sail set to the breeze middle part much the same latter part calm much the same weather with strong breeze from S W at 9 Am took a lunar observation of sun & moon. Long by lunar 61:30 W by Chronometer 62:58 W so end this 24 hours in

Lat 45:16 S Long 61:30 W

Sunday Dec 27th 1850

Light wind from W. with pleasant weather saw a school of Kill or, at 4 Pm wind from E. latter part wind N E & W hauled ship saw a right whale so end

Lat 46:50 S Long 62:42 W

Around Cape Horn & Tripp's Mutter, Norway.

Saturday Dec 28th 1850

Commenced with calm and ~~clear~~ weather
threw boat off after a Night ^{calm} whale. at a canoe on
Board without success middle part calm. Latter part
Light wind from the E steering W & W. Saw
a ship steering E W employed in cutting down
the Spraker for a close mirror to end this 24 hour,
Cape Blanca Bearing W 110 miles distance

Lat 47:13 S Long 63:20 W

Sunday Dec 29th 1850

Light wind, from the E steering W & W
two points variation W. Brought a new fore sail
and close mirror middle part wind hauled to
the E W. with strong wind, from E doubled reefed
the top sail, and hauled yib E & E at 2 P M
Wore ship heading W & W Wind South.
Latter part close reefed the top sails at 9 P M
saw the land. Called Cape Blanca Bearing
W 25 miles distance at 10 P M wore ship
heading E & E to end this 24 hours, in

Lat 47:12 S Long ~~66~~ 64:58 W

Monday Dec 30th 1850

Commenced with a gale from E heading
E & E Cape Blanca in sight at 7 P M
Cut the fore & mirror top sail, middle part
made all sail. Light wind from different quarters.
Latter part moderate wind from N E steering E W
at 10 P M spoke the merchant ship Hindostan
of Valparaiso 70 days from Valparaiso. Bordered to
St. Jan Christiesea to end this 24 hours, in

Lat 47:34 S Long 65:14 W

Remarks on Board Ship Roman Bound
1851

Tuesday Dec 31st 1850

Strong breeze from N.E. with pleasant weather
company with the Hindostan of Valer.

At 2 PM saw a Raft of spars with plank
spiked on them. The Roman and Hindostan
chill very well together. Middle part Strong Wind
from N.E. Steering S.E. hauled fore and
mizen top gullant Sail, & double reefed the fore
and mizen top Sail. Latter part more moderate
made all sail at 11 $\frac{1}{2}$ AM saw a Ship call her
the Hindostan so end, with the hauling to the West
Lat 50:34 S Long 64:58 $\frac{1}{2}$ W

Wednesday Jan 1st AD 1851

Moderate Wind from W. at 2 PM Wind S.W.
heading S.E. some fog. Employed in ship
duty Middle part Strong Wind from S.W. to W.
double reefed the top sail and hauled gib & main
sail. at 5 PM A.M. close reefed the top sail Wind
S.W. Latter part more moderate Set the gib
and main sail. So end, this 24 hours in
At 10 AM wore ship Lat 51:23 S Long 64:50 W
heading S.W.

Thursday Jan 2nd 1851

Commenced with Strong Breeze from S to
S.E. Set the gib and double reefed main
top sail at 6 PM heavy squall of Wind &
chill from W.W. heading S.E. & point
variation E. hauled gib and main sail
Middle part set the gib & main sail
Latter part Wind from W.W. Steering S.E.
saw several Humphreys, so end, this 24 hours
Lat 52:14 S Long 64:26 W

Around Cape Horn & Tripp's Masther

Friday Jan 3rd 1851

Strong Wind, from NW steering S & E
Employed in ship duty middle part more
moderate Wind, from S W. and N W. with some
rain latter part calm. Saw one ship to the Southward
Lat 53:25 S Long 64:09 W

Saturday Jan 4th 1851

Commenced with light northerly Wind, and pleasant
Weather. Steering S & E. at 4 PM took in the Waste
Boat. Middle part Wind, from S to S W.
at 3 AM rose Staten Land. N E point Bearing
S E by E. 20 miles distant. Latter part
steering E. running down the North. Side of
Staten Land. This Land is quite high Land
and looks very rough and uneven. with snow
on the highest peaks. there is two small
islands on the North side of it so end this in
heading South. Lat 54:45 S. Long 63:30 W

Sunday Jan 5th 1851

Light Wind, from W with some fog and
misty Weather. at 1 PM the N E point of
Staten Land Bearing W S W 15 miles distant
S E point Bearing S E W 20 miles distant
there is a strong current setting E & E off
the East end of Staten Land. middle Wind
S W with fog and misty Weather, at midnight
took a Breeze from North steering S S W
at 6 AM Wind from N. to N E setting in sight
the last part Wind from W. to S W. with fog
and rain so end the first day off Cape Horn

No observation

Remarks on Board Ship Roman

Monday Jan 6th 1858

Commence, with light winds with the rainy weather heading S & W with all sail out at 1 $\frac{1}{2}$ o'clock. Saw strong wind, from S & W called all hand, and took in all sail to close reefed main top & and reefed fore sail, at 3 set close reefed fore top sail. Wind abt. at 7 P.M. saw two ship & a Barge steering N.E. Exchanged signals with one of the ship. Called her the *Thrum H. Howland* of New Bedford. Middle part a strong gale from W to W & W. Reefed the main sail and set a latter part wind from W & W to W & end this are shown.
Lat 56:14 S Long 63:30 W

Tuesday Jan 7th 1858

Commence, with a gale from W heading N & W two points variation E. We close reefed topsail, and reefed course, at 6 P.M. threw the reef out of the course and set the gill. Saw 3 ships heading S & W. at 8 P.M. wore ship heading S & W. Middle part strong wind with rain. Latter part more moderate set the fore and main top gallant sail, over single reefed top sail, saw 5 ships, and they all appear to be bound around the cape. at 11 P.M. saw a ship steering N.E. hauled fore top gallant sail.
Lat 56:32 S Long 63:50 W

Wednesday Jan 8th 1858

Strong winds from W & W heading S by W hauled the main top gallant sail, and double reefed the top sail, at 4 P.M. Exchanged signals with a ship the showed

red	white	blue
red	white	blue

. Saw a Brig

Off Cape Horn S Tripp Master

Wednesday Continued

Middle part more moderate so double reefed
top sails and got at 12 midnight wind hauled to
U. heading W S W saw 3 ships and a Brig heading
to the W latter part wind S. E. Steering W. S. W.
at 9 1/2 A M spoke the ship American of Nantucket
Capt Luce 5 months out 200 Tons Capt Luce
came on Board. At 11 1/2 A M spoke the ship
Charles Phelps of Stonington Capt Birch 3 months
out 100 Tons Capt Luce came on Board and took
Dinner wind S E W. M. pleasant weather To end this
Lat 57:17 S Long 64:30 W

Thursday Jan 9th 1854

Commenced with fresh breeze from S E
with pleasant weather steering W. S. W.
Capt Luce & Capt Birch on Board. At 4 P M
they returned on Board. Long at 4 P M 64:41 W
Lat 57:17 S. Middle part calm. Latter part
saw 10 sail all heading N W by W.
at 11 A M light wind from W S W. they all
stopped heading S. at 12 heading S S W.
with a good breeze from W. there is 3 Brigs
and one Barge and 4 ships in sight off of
the deck To end this 24 hours in
Lat 56:53 S Long 64:41 W

Friday Jan 10th 1854

Light wind from W S W heading S W.
eleven sail in sight. At 3 P M wind S W
with rain and thick weather. Sailing in
company with the Charles Phelps of Stonington
at 6 P M hauled the top gallant sails and
double reefed the top sails. wind N W W.

Remarks on Board Ship Roman off

Friday Continued

At 8 P.M. hauled to the Westward. Some rain and fog. At 4 A.M. hauled the gib & main sail and fore & main top sails. & set the fore sail reefed. Strong Gale from W¹ & W. Saw eleven sail. Consisting of Ships Barque and Brigs.
Lat 57:38 S Long 66:00 W

Saturday Jan 11th 1851

Commenced with a strong Gale from W¹ & W. With clear weather. at 3 P.M. set the fore and main top sails close reefed and a reefed main sail. Saw 8 or 9 sail. The middle part hauled main sail & fore and main top sails it blowing a strong gale from W. Latter part more moderate set the fore & main top sails
at Observation

Sunday Jan 12th 1851

Moderate gale from S.W. wore ship heading W or W. Set single reefed top sail and main top gallant sail. Saw several sail. Middle part calm. with quite well running from S.W. Latter part fresh breeze from S.W. heading W or W. With all sail set to the mizzen. 4 sail in sight forward. Saw several right abt. Lat 57:14 S Long 66:25 W

Monday Jan 13th 1851

Strong winds from S.W. heading W or W. hauled the top gallant sail. and double reefed the top sail. Wind shifted to W & W. with frequent shifts of wind and rain. at 3 A.M. light wind, and cloudy weather. from 4 to 8 A.M. strong wind from S.W. with rain. from 8 to 12 wind W & W heading S & W. to end, 11 hours. at 12

Cape Horn & Ship's Master, off Cape Horn

Thursday Jan 14th 1851

Commenced with strong winds from ~~W & W~~
With cloudy weather. heading S & W. Saw a ship
to the Southward. the winds prevail from W & W
to W & W. i do not know as we shall ever get around
Cape Horn. Middle part hauled the main top
gallant sail and double reefed the top sail
Latter part Saw a Brig heading N & W. Wind W
heading S & W. two points variation E. So ends this
Lat 58:30 S Long 68:35 W

Wednesday Jan 15th 1851

Strong winds from W heading S & W. hauled
the main top gallant sail and double reefed the
main top sail at 7. P.M. were ship heading N & W
Wind W & W two points variation E. middle part
Wind and weather much the same at 3 A.M. were
Ship heading S & W. Latter part more moderate
Set single reefed top sail and the main top gallant
sail. So ends this 24 hours in

Lat 59:01 S Long 69:01 1/2 W

Thursday Jan 16th 1851

Strong winds and clear weather. heading S by W
With single reefed top sails and main top gallant
sail out nothing in sight And nothing to write
about cold weather and long watches. middle part much
the same at 9 tracked ship heading N & W by W
Saw a large ship called it a Frigate
Latter part light winds and pleasant weather
Employed in necessary duty set the fore & main
top gallant sails. So ends this 24 hours

Lat 58:52 S Long 69:30 W

Cought so Beautiful Can measure woman
As A Ship at Sea

Remarks on Board of Ship Roman

Friday Jan 17th 1851

Moderate wind from W & W heading S
at 1 P.M. wore ship heading S.W. at 3 P.M.
wind ^{S.W.} heading W & W? turned out the reefs
from fore and main top sail. at 4 P.M. wind
N. At 7 P.M. wind N.E. steering W & W.
thick weather with some rain. at 11 P.M. wind
S.W. at 12 wind W & W hauled the top gallant
sails & double reefed the top sail. and furled
the gill and main sail. at 4 A.M. hauled
fore and main top sail and close reefed the
main top sail and set a reefed fore sail
wind W & W heading S two points variation. E
Lat 59.29 S Long 70.34 W

Saturday Jan 18th 1851

Commence, with strong gale from W by S
heading S by W. at 1 P.M. wore ship heading
N.W. Set close reefed top sail and reefed course
middle part more moderate but double reefed
top sail and turned the reefs out of the course
wind S.W. middle part set single reefed main
top sail and the main top gallant sail at 9 P.M.
Saw a large ship showing American colors
called her a Glove of War. latter part much
the same. heading N.W. wind W & S.W.
two points variation E to end Mar 22 Sun
Lat 58.26 S Long 70.12 W

Sunday Jan 19th 1851

Strong Breeze from W & W. heading N.W.
at 7 P.M. wore ship heading S.W. by S. wind
W by S two points variation E hauled the
main top gallant sail middle part double reefed
the top sail,

off Cape Horn P Tripp Master

Sunday Continued

At 2 AM close reefed the fore and main topsails and furled the gill at 4 furled the fore and main topsails and reefed the courses and close reefed the main top sail at 11 AM furled the main sail. Rather smart heavy squalls of wind and rain from N W heading W S W. at 9 furled the fore sail at 10 AM set the fore and main top sails and reefed courses. at 11 1/2 AM exchanged signals with the Ship Lookout of Boston To and this day
Lat 58:32 S Long 70:33 W

Monday Jan 20th 1851

Commence with a W N W gale and rather more moderate turned the reef out of the courses. at 2 PM closed up fore and main topsails and hauled up the courses. at 3 set the courses reefed and close reefed top sails. from 3 to 4 PM strong gale from W N W heading S W. the Ship Lookout went out of sight to Northward. Middle part much the same. Rather part more moderate. set the fore and main top sails double reefed and single reefed main top sail and the main top gallant sail. heading S W. wind W N W two points variation E To and this 24 hours
Lat 59:26 S Long 71:10 W

Tuesday Jan 21st 1851

Strong wind, from W N W heading S W at 2 PM closed down the top sails and hauled up the courses and furled the main top Gallant and wore ship heading N N W. closed reefed the top sails. At 4 wore ship heading S W.

Remarks on Board Ship Roman

Tuesday Continued

The middle part more moderate. Set single reefed
Main top Sail & the main top Gallant Sail.
And double reefed fore and mizen top Sails.
Wind, N.W. heading W.S.W. 2 points variation E
 Latter part from 7 Am to 1.44 Am. Wind N.E.
 with rain. hauled the main top gallant Sail, Steering
 from 14 to 12 closed reefed the ~~fore~~ fore and mizen
 top Sails and furled the Gilt. Wind N.W. furled
 the fore top Sail and hauled up the main Sail

Lat 59:30 & Long 72:40 W

Wednesday Jan 22nd 1857

Commence, with N.W. wind, and clear weather
 Set the gilt and main sail and close reefed the
 fore and mizen top Sails and double reefed
 main top Sail from 4 to 7 Pm some rain
 heading W.S.W. at 8 had a shift of wind
 from N.W. to ~~N.E.~~ ^{S.W.} W. More Ship heading W.
 Strong wind, with heavy squalls of
 reefed the fore sail and set the top Sail, close
 reefed. Latter part more moderate set double
 reefed top Sails, Saw two Barges, Wind W.S.W.
 heading N.W. To end this day off Cape Horn

Lat 58:39 & Long 73:14 W

Thursday

Thursday Jan 23rd 1857

Moderate wind, from W.S.W. heading N.W.
 Set the top Gallant Sail, Saw 3 Sails
 heading ~~N.W.~~ ^{N.E.} at 10 Pm more Ship
 heading N.W. with all sail out Latter part Wind N.W.
 with fog and rain, heading W.S.W. Saw 4 Sails
 or Lat 58:21 Long about 75:00

off Cape Horn I Ship's Muster

Friday Jan 24th

1857

Commence, with a whole Sail Breeze N. steering
W. thick weather with rain. Saw ^{from} four Sail
steering to the Westward. at 6 Pm took in the main
top gallant Sail middle part took in the fore and on
top gallant Sails and fingle reefed the fore and main
top Sails. Latter part made all Sail saw 3 Sail.
Called on the Abram Barker of New Bedford.
Heaving S.W. by W. So ends this 24 hours in
Lat 58.40 Long 78.20 W

Saturday Jan 25th

1857

Commence, with a whole Sail more from
N.W. with cloudy weather. at 1 Pm spoke
the Ship Abram Barker of New Bedford
Capt Overton. 4 1/2 months out. Sent some
65 lbs. Sp. Capt or come on board got Supper
and went on board the AB. at 4 took in the
top gallant Sails, and double reefed the
top Sails. there is no difference in the Ships
Bonum and the AB - Sailing
middle part closed reefed the fore and main top Sail
Strong wind with some rain. at 4 PM set double
reefed fore and main top Sails. Latter part wind
W.N.W. heaving S.W. took in the gill. and
closed reefed the main top Sail. the Ship
Abram Barker, of AB & American of Santhickit
and two Burque, ^{in sight} at 11 AM exchanged signals
with the Hermaphrodite Brig Huntress of
New York. So ends this day in
Lat 58.35 S Long 78.00 W

Remarks on Board Ship Roman

Sunday Jan 26th 1857

Commence, with WNW wind, and thick weather. Standing S.W. set close reefed top sail
Saw 5 Sails at 7 more moderate wind, WSW
More ship standing NW two points variation &
middle part reefed the courses. Latter part more moderate
Set whole courses. Saw 3 Sails, standing N.W. by N.
Wind, W. by S. So end, this 24 hours in

Lat 57:38 S Long 81:30 W

Monday Jan 27th 1857

Strong wind from W by S W. M. Clear weather
Made sail to single reefed top sail and the
main top gallant sail Saw 2 Ships to the
Eastward. Middle part fresh breezes with
frequent squalls. Wind WNW. Standing N.
Latter part Calm with some fog saw 3 Sails
Lat 56:46 S Long 80:00 W

Tuesday Jan 28th 1857

Commence, with calm weather with some mist
and rain at 4 P.M. Light wind from S by E
steering, N.W. one ship in sight. Middle part
wind shifted to S.W. with frequent squalls
banded the fore and main top Gallant Sails
but soon set them again latter part much the same
Spoke the ship Waverly Capt Neal 18 months
out 2700 W. 1000 sperm. Capt Neal came on
Board and got dinner. We sent letters
Home in the Waverly Sound this day

Lat 55:32 S Long 81:00 W

From Cape Horn To The Sandwich Islands

Wednesday Jan 29th 1857

Light winds from S Steering N.W. with pleasant weather. after 12 Capt Neal returned on Board of his Ship. Steering N.W. at 4 Saw a Ship Steering E.S.E. so she is homeward Bound. the Master by Capt Neal Report. the Arctic Ocean Bulet about all full. Latter part employed in fitting the Studding Sail gear. Set the fore top mast Studding Sail & the main top gallant Studding Sail and the main Royal. Saw 5 Sail Steering N.W. Wind S.S.W. Steering N.W. two points variation E No observation

Thursday Jan 30th 1857

Moderate winds from S S W with cloudy weather Steering N.W. Set the lower Studding Sail Saw 5 Sail heading N.W. middle part much the same. Latter part Light Wind from W S W Steering N.W. Saw 12 Sail.

at 9 AM Spoke the Ship American of Nantucket Capt Luce. Capt Tripp went on Board of the American. So ended this an hour is. No Observation

Friday Jan 31st 1857

Moderate winds from W S W heading N.W. by N in company with the American of Nantucket Saw 12 Sail heading to the N S W

at 7 1/2 PM Capt Tripp returned on Board hoisted in the top gallant Studding Sails Middle part much the same. Latter part Set the

Studding Sail. heading N.W. by N. Saw 8 Sail the Abner Barker, and the American ~~amer~~, in sight
Lat 50:00 S Long 83:17 W

Remarks on Board Ship Roman From

Saturday Feb 1st 1851

Moderate wind from S.W. by E. Steering N.W. for
five sail in sight. The last 24 hours, we have gained
10 miles on the ship N. Brum Barker of New Bedford
with equal sail out middle part much the same
pass & several sail. Latter part light wind from
S.S.E. with pleasant weather. Steering N.W.
The Abram Barker is out of sight a stern. with mine
other, so end this 24 hours in
No observation.

Sunday Feb 2nd 1851

Moderate wind from S.S.W. steering N.W. by N
Weather very pleasant. at 4 P.M. put out the
Waste Boat. middle, much the same.
Latter part moderate wind from S.S.E.
steering N.W. saw several fishback.
Saw a Brig a stern. so end this 24 hours in
Lat 46:23. N. Long 84:34 W

Monday Feb 3rd 1851

Light wind from S.S.E. with pleasant weather
Set studding sail both sides, steering N.W.
Saw a number of fishbacks. a Brig in sight
a stern middle part light air and calm weather
Latter part moderate wind from W.S.W. heading
North. so end this 24 hours in

Lat 45:41 N Long 81:42 W

Tuesday Feb 4th 1851

Light wind and pleasant weather heading N
windy W.S.W. Saw a Brig middle part
much the same. Latter part saw a school of
Sperm Whales, a going very fast to the S.E.
Set all of the studding sail. And steered
for the Whales. so end this 24 hours in
Lat 44:20 Long 78:45

Cape Horn To The Sandwich Islands, Tripp's

Wednesday Feb 5th

1850

Moderate winds from N.E.W. heading S. E. by S. with all of the Studding Sails set and a school of sperm whales in sight ahead, but they are going as fast as we are. at 4 P.M. lowered for them without success middle and latter part wind from S.W. to S.S.W. saw two ships. latter part steering N.W. by N & N.E.W. So end this 24 hours in lat

Lat 43:30 S Long 83:27 W

Thursday Feb 6th

1851

Moderate winds from S & W. steering N.E.W. Middle part winds South and cloudy weather. latter part much the same employed in knotting yards so end this 24 hours in

Lat 44:44 S Long 83:54 W

Friday Feb 7th

1851

Moderate winds from S. with clear weather Employed in landing the old sails. middle part much the same. latter part saw two sails steering Wind S & W steering North. employed in mending the old main top gullunt sail so end this 24 hours

Lat 39:54 S Long not ch

Saturday Feb 8th

1851

Light winds from S. steering N with all of the Studding Sails set. the weather uncommon fine Middle part much the same. latter part Light winds & calm, employed mending the old main sail. so end this 24 hours in

Lat 38:20 S Long 83:32 W

Remarks On Board Ship Roman From

Sunday Feb 9 M. 1851

Commence, with light winds from S. W. M. pleasant
Weather. Steering N. employed in necessary duty,
Bent the old main sail. at 4 P.M. got a S.W. by
S. S.W. 89:20 W Long by Chre 82:56 W.
Broke out for Butter and Coffee molasses and meat
Gave one half humpback middle part much
the same. Lutter part fresh Breeds from S.W
Steering N. by N. W. to end this 24 hour,
Lat 37: 09 S Long 81: 14 $\frac{3}{4}$ W

Monday Feb 10 M. 1851

Moderate gales from S.W. Steering N.E. by N.
after 4 P.M. Steering N by E. at 10 P.M. went island
bearing N.E. by E 180 miles distant
winded just much the same with strong breeze
with same sail made further south employed in
repairing old sails. so ended this 24 hours in
Lat 24° 38' 80:00 W

Tuesday Feb 11 M. 1830

Strong breeze, from S.E. with clear weather
Saw star at noon with the sun shining very bright
at 4 pm hauled in the standing sail
and hauled up N.E. for the island of Juan Fernandez
at 4 pm Juan Bearing N.E. by N 50 mile,
distant steering N.E. by N. middle part
took in the top gallant sail, and ~~hug~~ hauled up
the courses. at 1 PM wore ship heading to the
Westward. at 3 wore ship again heading E.N.E
at day light rose the island of Juan Fernandez
Bearing N.E. 15 mile, distant and keep off for
the land at 9 AM sent 3 Boats a fishing
tried to land on great island but couldn't because
it was so rough sea. We landed on Juan
To end this, 21. having 3 Boats on shore

Cape Horn to the Sandwich island, Tripp Master

Wednesday Feb 12th 1851

Strong wind from S E with pleasant weather
first part Laying off and on at Green Fernier
at 4 PM the boat returned on board with 400 fish
middle part steering S W. wind S E
latter part much the same to end this 24 hours

Lat 32:40 S Long 81:18 W

Thursday Feb 13th 1851

Moderate wind from S steering S W by W
Employed in making Spinnaker bent the old
mizen top sail and main top gallant sail
latter part calm to end this 24 hours in Sot

31-41 S Long 81:40 W

Friday Feb 14th 1851

Commenced with light air and calm.

Employed in setting up the main top & must stay
middle part the weather much the same
latter part bent the fore top sail to the main
light wind from S W to end this 24 hours

Lat 30:29 S Long 81:40 W

Saturday Feb 15th 1851

Light wind from S W steering S W by W all
the shudding sails set Employed in repairing
the main top sail saw a ship steering to the
S. E. saw a finback, latter part calm
Employed in mending the main top gallant sail

Lat 30:29 S Long

Sunday Feb 16th 1851

Commenced with calm weather Employed in
mending sail, middle part much the same
latter part light wind from N E

steering S W. set the shudding sails

Lat 29:11 S Long 83:42 W

Remarks on Board Ship Roman From

Monday Feb 17th 1851

Light wind, from N E with pleasant weather
steering N W by W. with all of the studding sail set
at a wind hauled to the S E. middle part fresh breeze
steering N W by W. Latter part much the same employed
in repairing the old fore sail. Broke out weather.

Lat 27:40 S & Long 85:22 W

Tuesday Feb 18th 1851

Fresh breeze from S E. steering N W by W employed
in repairing the old fore sail. middle middle part
much the same latter part employed in repairing
the old gib, wind S E steering N W 1/2 W so on

Lat 26:14 S & Long 86:40 W

Wednesday Feb 19th 1851

Moderate wind from S E with pleasant weather
steering N W 1/2 W. with 4 studding sail set
employed in knotting yarns middle part wind
and weather the same. Latter part employed
in rattling down the fore rigging. steering N W 1/2 W.
with all of the studding sail set in

Lat 24:39 S & Long 87:36 W

Thursday Feb 20th 1851

Moderate trade from S E. steering N W 1/2 W
first part. made and sent up a new pair of main royal
Back stays middle part cloudy weather and
fresh breeze. Latter part employed in rattling
down. Saw and exchanged signals with
a Chilean Barque steering to the N W.

Lat 22:46 S & Long 89:47 W

Cape Horn To The Sandwich Islands, Tripp's muster

Friday Feb 21st 1851

Moderate trade from S.E. and E.S.E.
Steering S.W. & with all of the Studding Sail set
Employed in rattling down. a Chilean Barque B in sight
Middle part wind & weather much the same
Latter part Employed in rattling down, strong trade,
from E.S.E. Steering S.W. & W. To end this 24 hours in
Lat 20:50 Long 91:59 W

Saturday Feb 22nd 1851

Commenced with fresh trade from E.S.E. Steering
S.W. & W. Employed in rattling down
Middle part wind and weather the same
Latter part Employed in rattling down wind E.S.E.
Steering S.W. To end this 24 hours in
Lat 18:33 S Long 93:20 W

Sunday Feb 23rd 1851

Commenced with E.S.E. wind, Steering S.W.
Employed in rattling down middle part wind and
weather much the same all of the Studding Sail, set to
to the Breec. Latter part doing nothing wind about the same
Lat 16:27 S Long not obs

Monday Feb 24th 1851

Moderate trade wind from E.S.E. W.M. pleasant
weather Employed in doing nothing middle part
wind and weather much the same Latter part
Employed in rattling down, light wind, and
pleasant weather. To end this 24 hours in
Lat 14:35 S Long 96:34 W

Tuesday Feb 25th 1851

Light wind and pleasant weather Steering S.W.
Employed in setting up Studding rigging and working
in the rigging To end this 24 hours in Lat 12:46 S
Long 98:00 W

Remarks on Board Ship Roman From

Wednesday Feb 26th 1857

Moderate wind from S.E. with pleasant weather
steering N.W. employed in the rigging latter part
pleasant weather with passing clouds, so and,
Lat 11:16 S Long 99:15 W

Thursday Feb 27th 1857

Light wind, with passing clouds, steering N.W.
employed in working in the rigging. parted one
of the main top mast board, middle and latter
part much the same so and, this 24 hours in
no observation

Friday Feb 28th 1857

Light wind from S.E. with passing clouds,
employed in the rigging middle & latter part
much the same so and, this, 24 hours in

Lat 7:45 S Long 102:18 W

Saturday March 1st 1857

Commence, with light wind from S.E. steering
N.W. weather pleasant, with passing clouds,
employed in the rigging middle part much the
same. latter part employed in the rigging

Lat 6:05 S Long 104:40 W

Sunday March 2nd 1857

Moderate S.E. wind, saw a sail heading to the
N.W. employed in fitting a new pair of main
royal Buck stuy, after 4 P.M. Broke out for
oil to Burr, middle part fine weather with passing
clouds latter part much the same so and, this day in

Lat 5:01 S Long 107:40 W

Cape Horn to the Sandwich Islands, Fripps master

Monday March 3rd 1851

Commenced with fine wind from the Eastward & steering N.W.W. Employed in taring ship duty middle part wind the same with passing clouds latter part employed in taring down wind and weather much the same so ended this at hours in

Lat 3 = 51 S Long 109 = 40 W

Tuesday March 4th 1851

Moderate wind from E with pleasant weather steering N.W.W. Employed in taring down the rigging middle part wind and weather the same latter part employed in taring down. Saw a ship steering N.W. Light wind and pleasant weather so ended

Lat 250 S Long 114 = 43 1/2 W

Wednesday March 5th 1851

Light wind from S by E steering N.W.W. first part finished taring down middle part much the same. Latter part wind S.E. steering N.W. employed in knocking yarn and making biscuit

Lat 144 S Long 113 = 47 W

Thursday March 6th 1851

Light wind from S & E steering N.W.W. fine weather with passing clouds Employed in knocking yarn. middle part frequent squalls of rain latter part saw a ship steering N.W. wind from E so ended this at hours in

Lat 00 50 S Long 115 = 00 W

Friday March 7th 1851

Commenced with light wind from E with pleasant weather spoke ship Ocean of Providence. Capt Swift 7 months out 300 sp. Betty went a taker. middle and latter much the same

Lat 00 56 N Long 116 = 02 W

Remarks on Board Ship's Room from

Saturday March 8th 1854

Light wind from Eastward Steering N by W
The vessel in sight astern employed in making
spray and correct middle part much the same
Latter part Broke out for water and sent in the fly
gill to repair. The ship seen in sight a stern so ends this day
Lat 3=00 N Long 16:42 W

Sunday March 9th 1854

Light wind from the Eastward with pleasant weather
steering N by W employed in repairing the flying gill
middle part much the same ~~middle~~ wind from E
steering N by W. Latter part saw the ship astern
Astern wind N E steering N by W so ends this day
Lat 4=44 N Long 118=06 W

Monday March 10th 1854

Fresh trade from N E steering N by W
Employed in ship's duty saw the ship astern
middle part much the same. Latter part moderate
wind from E. S. E. steering N by W employed in
making spray. so ends this day in
Lat 5=54 N Long 119=42 W

Tuesday March 11th 1854

Moderate wind from E S E steering N by W
frequent showers of rain employed in making
spray and middle part heavy squalls of wind and rain
Carried away the fore top mast Studding Sail Boom and
split the fore top sail. hauled the Studding Sail and
the top gallant sails and flying gill
Latter part more moderate set the top gallant sail
and the Studding Sail, strong wind from N E
steering N by W sent down the fore top sail
and bent another so ends this day in
Lat 7=10 N Long 121=40 W

Cape Horn to the Sandwich Islands Ship's M.

Wednesday march 12th 1851

Strong Wind from N.E. with Cloudy weather
and some squally middle part Strong Breeze with
frequent Squalls. Latter part much the same so end, this day
Lat 8:58 N Long 123:40 W

Thursday march 13th 1851

Strong Breeze from N.E. & N.W. Steering N.W. by W
first part frequent Squall of wind and rain
Employed in necessary duty; middle part wind
much the same. Latter part Strong Breeze from
N.E. Employed in ship duty so end, this 24 hours
Lat 10:34 N Long 127:06 W

Friday march 14th 1851

Strong Trade Wind from N.E. Steering E.W. by W
Employed in making Spun yarn. middle part
much the same. Latter part Employed in making
Spun yarn. Wind and weather the same.
We have average $9\frac{1}{2}$ knots for the last 48 hours
Lat 12:04 Long ~~125~~ 130:25 W

Saturday march 15th 1851

Strong Breeze from N.E. all sail set to the Breeze
Employed in jobs about deck, middle and latter
part much the same. We have averaged 10 knots
this 24 hours. so end, this 24 hours Steering N.W. by W
Lat 13:29 N Long 134:16 W

Sunday march 16th 1851

Strong Wind from N.E. by E. with pleasant weather
Steering N.W. by W. Employed in ship duty
middle part much the same. Latter part more
moderate. Set the lower standing sail. The ship
has averaged $9\frac{1}{2}$ knots for this 24 hours in

Lat 14:25 N Long 137:56 W

Remarks on Board of Ship Roman from

Monday March 17th 1858

Strong wind from N.E. Steering W N W.
pleasant weather with passing clouds. Employed in
setting up new pipe shock, and making spungers.
Middle & latter part wind and weather much the same

Lat 15-38 N Long 140-32 $\frac{1}{2}$ W

Tuesday March 18th 1858

Strong wind from N.E. Steering W N W. Employed in
setting up pipe shock, and making spungers.
The weather pleasant with passing clouds middle
and latter part much the same we have run by dead reckoning
252 miles distant so end this 24 hours in

Lat 16-44 N Long 144-36 W

Wednesday March 19th 1858

Strong wind from N.E. Steering W N W
finished setting up pipes. Some squally. middle part
raining. Latter part employed in breaking out bread
and shutting it in to pipes. Strong wind from E. N. E.
steering W N W so end this 24 hours in Lat

Lat 18-10 N Long 147-02 W

Thursday March 20th 1858

Strong breeze from E. N. E. Steering W N W
fine weather with passing clouds Employed in
breaking out bread and shutting it in to pipes.
middle part some rain latter part broke out for water.

Lat 19-37 N Long 149-50 W

Friday March 21st 1858

Strong wind from the E. Steering W $\frac{1}{2}$ N Employed in
peels about deck, at 4 P.M. overhauled Bearing W 25-3 Dist
middle part fine weather latter part employed in
washing ship saw the ship Ocean of Providence steering
W N W. we were steering W E. finished washing ship
at meridian

Lat 19-53 N Long 152-10 W

Cape Horn to the Sandwich island,

Saturday March 22nd 1851

Commenced with moderate wind from E. Steering
W & S. Employed in making a netting for potatoes
the ship encircled in sight off our weather beam steering
N. N. W. Long by observation at 4 PM 153-35 W
at 9 o'clock PM East point of Oahyhee bearing W
45 miles off distant middle part day W. W. the main
yard black at 5 AM keep off for the land
at 1/2 past 10 AM took a Pilot at 11 do came to
anchor in 5 1/2 fathoms of water. and in the fore or Byron
Bay. furlled the sails and got dinner.

List of ships lying here are as follows

The George & Susan of New Bedford 33 months out
1000 spm the George Howland of N. B. 1503 sp
The Alexander Barkley of Bremen 1300 whale
the Gossan from California
and the Brig Lawrence from California

Harbor Works Theodore

Sunday March 23rd 1851

first part employed in fitting water casks
and scraped the bends, got 2 lbs of potatoes and a
quarter of Beef and got a raft of water on board
Arrived Ships St George. W. M. 330 sp, and Cuba of N. B.

Monday March 24th 1851

all hand employed in getting off water
got off 100 lbs, latter part employed, showing down
water so end this anchor,

Tuesday March 25th 1851

Employed in stowing down and getting off water
and spaining the bends nothing worth of the Gossan

Theodor Harbor Work

Wednesday March 26th 1851
Commence with one watch on liberty the other watch
in getting off water and stowing it down

Thursday March 27th 1851
Commence with one watch on shore the other watch
employed on board at gun down all sand on board

Friday March 28th 1851
Commence with one watch on shore
Landed 6 pipes of Bread for the season, sent
some dry goods on shore to send this & down

Saturday March 29th 1851
Commence with one watch on liberty
got off a raft of water and stowed it down
Capt Tripp got badly hurt by the Boat capsizing in Yerbe

Sunday March 30th 1851
Commence with one watch on liberty
Nothing doing to day worthy of note
Arrived Ship Columbia of Nantucket with 120 sp
Capt is getting better. put a man in iron
for bad Behavior so ends this day

Monday March 31st 1851
one watch on liberty the other employed in
getting ready for sea. pilot came on board
got off 16 bbls of potatoes so ends

Tuesday April 1st 1851
this day commence all hands on board
could not sail for head wind. pilot on board

Remarks, at the Sandwich Island

Wednesday April 2nd

1854

Commenced with fine weather. Latter part got under way Latter part Bunting out of the Bay

Thursday April 3rd

1854

first part discharged the pilot. heading E by S
Wind Busting and light. with heavy swell hearing
on shore middle part tacked ship heading E by N
Long 155° 00 W Lat 19° 50 N

Friday April 4th

1854

Commenced with light wind, heading for moove
Latter part put all of the studding sails.
moove in sight 50 miles distant land

Saturday April 5th

1854

Commenced, fine breeze, from N E first part
running down out side of moove at sun down
got in sight of the shipping at 11 PM came to an
Anchor in 20 fathoms of water. Latter part Capt went
on shore to get Irish potatoes, but could not get
any but got a few ~~Irish~~ ^{white} potatoes, went, this day

Sunday April 6th

1854

first part got under way for Mahoe
middle part luying with the main yard aback
Latter part standing off and on at Honolulu
Capt Briggs went on shore land

Monday April 7th

1854

Commenced with fine weather. the ship luying off
and on off the harbor Latter part got off 30 bbls of
Irish potatoes, so ends this day

Remarks on Board Ship Romane Recruiting

Tuesday April 8th 1854

At one Capt came on Board under all sail for
Atoroy middle part Jay Abuck at 7 Capt went
on shore at Wymour Bay but got nothing
came on Board keep off for one or two hours (to get gun)

Wednesday April 9th 1854

Commenced with light and baffling wind,
standing in between one hour and a half part
light wind and calm. Capt & sailed in shore but could
not find so much the 24 hours off one hour.

Thursday April 10th 1854

Commenced with light breeze and pleasant weather
Spoke the ship Ontario of a Bay Harbor Capt Brown
also the ship scene Franklin and the George & Susan
of New Bedford middle part standing off and on
at one hour. Latter part steering W. got up the
Cable 400 to see that they were clear of one

Friday April 11th 1854

Commenced with fine weather steering W.
employed on the cables middle part fine breeze
from the Eastward latter part much the same employed
on the cables seven or 24 hours in

Lat 41:50 Long 162 = 44 W

Saturday April 12th 1854

Fresh breeze from E by S steering W by S
finished peeling the cables. Lat the Middle part
middle and latter part much the same

Lat 41:40 Long 161 = 40 W

At the Sandwich Island, Whips Master

Sunday April 13th

1851

Commenced with moderate wind and pleasant weather
steering W & S employed in necessary duty
middle and latter part much the same so ended this 24 hours
Lat 21:20 Long 168:40 W

Monday April 14th

1851

Moderate wind from the Eastward. with fine
weather. steering W & S. middle part some rain.
Latter part took in the Bow Boat for repair
at 10 it was spoke the ship Mary & Susan of Thornton
Capt Brown 7 months out 40 bbls sp. Capt Brown
came on Board 20 and this 24 hours in.

Lat 21:17 N Long 171:45 E W

Tuesday April 15th

1851

Commenced with fine weather and fresh breeze
Capt Brown on Board from the Mary & Susan
Capt B. Let him have some corn for a hog.
at 6 Capt B went on Board. middle part some rain
Latter part fine weather employed in the rigging and making
oil lashing. the Mary and Susan in sight 11 o'clock

Lat 21:17 N Long 174:32 W

Wednesday April 16th

1851

Moderate wind and pleasant weather steering W & S
employed in mending the Bow Boat the ship
Mary & Susan in sight 11 o'clock Mr Gallpin is quite
sick with the Dysentery Capt Whipp is quite
unwell with a lame side from the effects of an
accident in the Yacht at in part. Latter part
wind and weather much the same sent down the main
top sail and Bant another. ripped up one lower studding sail

Lat 21:00 N Long 176:51 W

Remarks on Board Ship Roman From The

Thursday April 17th 1857

Moderate wind, from East. Steering W. by S. employed in repairing the main top sail the ship Mary & Susan. in sight a stern middle part much the same latter part employed in mending the old fore top sail. Wind and weather much the same so ends this 24 hours in

Crossed the Meridian Lat 21:00 or Long 179:30 W

Friday Marched Away in crossing the meridian from west to E. Consequently I shall call the next day Saturday the 19 day of the month.

Saturday April 19th 1850

Commence, with fine weather and fresh breeze from E by S. Steering W & S employed in sail mending. after 4 P.M. put out the Bow Boat Ship Mary & Susan in sight a stern. middle part much the same latter part took in the waste Boat for repair employed in mending sail

Lat 21:03 or Long 176:47 E

Sunday April 20th 1857

Commence, with strong wind from E by S Steering W by S. sent down the old fore top sail and bent a better. middle part much the same Steering West by S latter part some squally with rain. so ends this 24 hours in Steering W by W. Lat 22:07 or Long 173:17 1/2 E

Monday April 21st 1857

Strong Breeze, from E or E Steering W by W haul in the Studding sail middle part Squally hauled the top gallant sail and double reefed the fore and main top sails. employed in ripping up the old fore top sail Lat 24:21 or Long 171:27 E

Sandwich Island to the Arctic Sea Ships Master

Tuesday April 22nd

1857

Commence, with strong Breeze, from N. E. & E. Steering
N. W. employed in rissing up the old fore top sail
& setting over the Irish Potatoes middle part
moderate wind from E. Latter part sent down the
main sail for repairs. So end, this 24 hours in

Lat 26:00 N Long 168-56 E

Wednesday April 23rd

1857

Moderate wind from E steering W. N. W. employed
in repairing the main sail and setting potatoes
middle part wind and weather much the same
Latter part much the same in Lat

Lat 24 = 00 N Long 168-56 W

Thursday April 24th

1857

Commence, with light wind from E & E
steering W. N. W. bent the main sail and put
out the Mast Boat. Broke out butter and flour
Latter part sent down the fore top gallant sail
and the fly gib to repair. Set the top Gallant
Studding Sails. So end, this 24 hours in

Lat 28-03 Long

Friday April 25th

1857

Light wind, and pleasant weather. Steering
N. W. W. employed in sail mending sails
set lower and topmost Studding Sails
Latter part saw a shoal of sperm whale,
lowered for them without success so end this day

Lat 28-43 Long 164-09 W

Remarks on Board Ship Monitor From

Saturday April 26th 1851
Commenced with fine weather and wind from
the Eastward. At 1 Pm a shoal of sperm whales
in sight to windward. Steering close to the wind
all the first and middle part of the day in hope
to see these whales again. Latter part at 7 Am
rose a shoal of whales on our weather beam
at 8 lowered for them. But could not get on
for the whale was so wild and going to the
windward so came on Board and got dinner
No ch

Sunday April 27th 1851
fine wind and weather, and a shoal of whales
in sight to the windward lowered for them without
success. middle part some rain. Wind from
S W. Latter part wind West so ends this day
Lat 29:49 N

Monday April 28th 1851
Fresh breeze from N. and N E heading to the
North & West. Cloudy weather with some rain
Latter part light wind from E to E. S. E. Steering
N. By W. Set the studding sail sent down the
fore top Gullant studding sail Booms
Lat 31:18 N Long 163:00 E

Tuesday April 29th 1851
Commenced with strong light breeze steering
N by W & W employed in necessary duty
Wind from S E to S W middle part wind shifted
to N E. Latter part nearly calm. Lashed up the
cutting pennants so ends this 24 hours in
Lat 33:03 N Long 164:00 E

The Sandwich Islands, To The Arctic Sea

Wednesday April 30th 1857

Commenced, with moderate wind, from S to
to S W with cloudy weather. Employed in
preparing the Blubber Room. for Blubber.
sent down the top gallant studding sails
& Booms. ~~with~~ so ended this 24 hours in
Lat 34. 48 & Long 181 45

Thursday May 1st 1857

Commenced, with strong wind from S W
steering N by W employed in breaking
out the Blubber Room. middle part
thick fog middle part strong wind from S W
steering N. by W. at 6 Curved away the gill and
split the fore sail. Latter part wind N N W
heading & double reefed the top sails.
Bent another fore sail. and sent down the fore
top mast studding sail Booms, so ended
no observation

Friday May 2nd 1857

Commenced, with strong breeze from N N W
heading N E. some rain and fog middle part
calm and foggy Latter part made all sail. light winds
from N tucked ship heading N. by W. Caught a sunfish
Lat 36. 53 & Long 64:00 &

Saturday May 3rd 1857

Light winds from the northward heading N N W
employed in ripping up the old gill middle
part much the same wind hauled to the E
latter strong breeze from E S E steering N by W
employed in caulking the dead light, some rain & fog
no observation

Remarks on Board Ship Roman From

Sunday May 4th 1851

Strong Breeze from E.S.E. Steering S by W

At two Pm Joubert reefed the top sail,

at 2½ do saw a ship ahead steering to the Northward

At 6 do hauled gib & main sail and main top sail

at 7 do Blowing a gale from E.S.E. with heavy
main middle part hauled the fore top sail
and closed reefed the main top sail.

At 2 AM furled the fore sail and the main
top sail and hove the ship to the wind, it blowing
a heavy gale from E.S.E. at 8 Wind shifted to
S.W. the gale more moderate set close reefed
top sail and fore sail so ended this 24 hour,

Lat 40. 20 N Long 161-38 E

Monday May 5th 1851

Commenced with a moderate gale from S.W.
steering S.E. W under three close reefed
top sail and fore sail. Middle part wind
from W.S.W. heaving S. Latter part wind S.W.
hauling S.E. set the main sail so ended this day

Lat 40. 20 N Long 161-38 E

Tuesday May 6th 1851

Commenced with strong wind from S.W. to S
and S.E. Broke out for Bread & Butter

at 5 Pm wore ship heading S.W. the weather more
moderate middle much the same turned out the
reefs and set the top gallant sail. Latter part
steering S by W. wind from E.S.E. so ended this day

Lat 42:00 N Long 161-38 E

The Sandwich Island, To The Arctic Sea Traps

Wednesday May 7th 1857

Commence, with moderate winds and cloudy weather
steering N by W employed in ship duty. saw
several Humpbacks. Latter part to fresh Breers
from NNE to N and NNE steering on the wind
heading from N to W to end this 24 hours

Lat 43:32 of Long

Thursday May 8th 1857

Commence with fresh Breers from N to NNE
heading NW & W. At 5 PM took ship heading
N.E. Employed in necessary duties middle part
Fresh Breers from NNE heading N.E.
Latter part moderate winds and cold weather
with some snow to end this 24 hours in
no observation

Friday May 9th 1857

Commence with strong Breers from NNE
and NW heading NNE and NE quite cold
with some snow by 4 PM S.T. Thermometer
standing at 42 degrees. Middle part
which the same latter part wind from N to NNE
heading NE. some snow to end this 24 hours
no observation

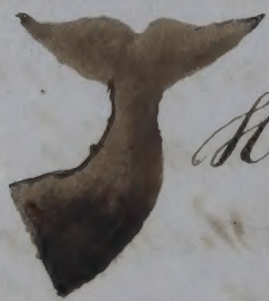
Saturday May 10th 1857

Commence with moderate winds from NNE
heading NE. Middle part wind from NNE
heading NNE Latter part frequent squalls of
snow wind, NW steering N. Employed
in necessary duties to end this 24 hours
no observation

Remarks On Board Ship Roman

Sunday May 11th 1854
Commences with moderate wind and frequent
squalls of snow. Steering N. Wind WNW to NW
set up the stove in the Cabin Middle part much the
same. Took in the fore & main top Gallant Sails and
flying jib. Latter part moderate wind from NW
heading NW E. So end this 24 hours in
Lat 47-46 N Long 163-56 1/2 E

Monday May 12th 1854
Commences with moderate wind from NW and
cloudy weather. heading NW E. quite dull times
Middle part much the same Latter part moderate
wind from NW and pleasant weather at 4 saw
A Right whale lowered for him and struck one to the
Lardward Boat the Starboard Boat killed him
and he sunk. The waste Boat got stove by the
whale coming up under her. So end this 24 hours
Lat 48-52 N Long 465: 12 E
He sunk to David Jones's Locker



Tuesday May 13th 1854
Light wind from WNW heading NW Snow Right
whales and lowered for them without success
Latter part much much the same frequent squalls of
snow. So end this 24 hours in
Lat 49-27 N Long 164-50 W

Wednesday May 14th 1854
Commences W.M. pleasant weather and
light wind from N E by E heading N by W.
at 4 P.M. lowered for whales without success
Middle part hauled the top Gallant Sails & fly jib
Strong breeze from N E heading NW
Latter part chased whales without success
Lat 50-56 N Long 163: 56

From The Sandwich Islands To The Arctic Ocean

Thursday May 15th 1851

Strong breeze from N.E. heading over W
Chased Whales without success middle part double reefed
the top sails. and took in the gib & main sail. Latter part
more moderate. Chased Whales without success. Turned out
the reefers and set the main top gallant sail
Saw several Right Whales, but did not chase them.
Winds from N.W. so end this an hour in

Lat 51:23 N Long 162:20 W

Friday May 16th 1851

Commenced with moderate winds from N.W.
and pleasant weather made all sail. heading N.E.
middle part light winds and a grate swell from the
N.E., at 12 A.M. light winds from W steering
North. Latter part winds from W by W steering
N.E. so end this an hour in

Lat 52:04 Long 163:15 E

Saturday May 17th 1851

Commenced with light winds from W by W
with a grate swell from N.E. steering N.E.
middle part much the same. steering the same
latter part moderate winds from S.W.

steering N.E. finished a tarpaulin for the try work,

Lat 52:54 N Long 165:04 E

Sunday May 18th 1851

Commenced with moderate winds from S.W. with
pleasant weather. steering N.E. Employed in necessary
duties middle part much the same latter part
some fog at 6 A.M. saw a right whale feeding but
did not lower for him. Course N.E. by E. winds from S.W.

Lat 53:54 N Long 167:00 E

Remarks On Board Ship Roman From

Monday May 19th 1854
Commenced with moderate winds from S by W.
with foggy weather. Steering N E by E middle part
steering E by W. Hauled the top gallant sail and flying j. &
Latter part steering N E. at 10 AM double reefed the top sails
Strong winds from S E. to end this 24 hours in
Lat 55. 01 N Long 70. 00 E

Tuesday May 20th 1854
Strong winds from S E. and cloudy weather heading
N E by E. at 4 PM set the top sails close reefed
and took in the gill and mainsail. middle part
blowing a gale from S E by E. heading N E.
At 11 AM hauled gill and fore and mizen top sails
and furlled the fore sail. Latter blowing heavy
some snow and rain to end this 24 hours in
No observation.

Wednesday May 21st 1854
Commenced with a gale from S E by E.
heading N E. middle part some rain. Latter part
more moderate set the courses and double reefed
top sails heading N E. to end this 24 hours in
Lat 56. 43 N Long 42. 00 E

Thursday May 22nd 1854
Strong breeze from S E by E steering N E
at 4 PM saw a sail heading to the N E at a past 4 PM
Spoke the ship North Star of New London Capt Brown
9 1/2 months out steam. Capt & Went on Board of her
Capt Brown has got his wife with him and three children
and a servant maid. miss Brown has one child.
which she is quite comfortable. Latter part
moderate winds from N W E heading N W.
Lat 57. 40 N Long 21. 00 E

The Sandwich Island, To The Arctic Sea Tripp m

Friday May 23rd

1851

Commence, with moderate wind from N by E
with foggy weather the first star in sight Capt Gripp
Went on Board with soon ^{Ship} returned. middle part calm
and a thick fog latter part some fog the ship north star in
sight. Light breeze from S & W steering N by E. Sounding this
Lat 58: 08 or Long 172: 20 E.

Saturday May 24th

1851

Commence, with moderate wind, and clear weather
Saw quite a number of Right whale, but would not
stop to catch one. Saw the ship north star with her
Boats down. at 5 P.M. it came in a thick fog
Wind from S E to E. steering N by E. middle
double reefed the top sail. at 2 o'clock in gill & main
sail. and close reefed the main top sail and fore top sail
latter part more moderate wind, from S E heading
E or E by S double reefed top sail to end this 24 hour,
No observation

Sunday May 25th

1851

Commence, with foggy weather and light wind
from E & S E to S steering E or E. made all sail
middle and latter part much the same at 11 A.M. spoke the
Ship James Robertson of Fairhaven Capt Washburn
on her second season. with 92 or 100 bbls Capt W came
on Board and took dinner to end this 24 hour,
No observation

Monday May 26th

1851

Commence, with light wind, and foggy weather
Employed in gunning with the ship James Robertson
and got 9 bbls of potatoes and a few oysters. at 3 P.M. spoke the
Ship Quencer of N B Capt Hammond 283 sp. Capt E. J. H.
Channing died 4 months previous. at 4 P.M. spoke the
Ship Lugada of N B Capt Joly 11 months out 400 sp
and 300 whale. latter part wind S W steering N by E
Lat 58: 36 or Long 179: 20 E

Remarks on Board Ship's Roman Cruising

Tuesday May 27th 1851

Commenced with strong Breeze from S W steering
N. E. at 4 P.M. luffed to the wind heading N. by N
1/2 point variation E. Wind from S W by W. Middle
part double reefed the top sail. and furled the gill and
main sail. Latter part strong wind from S W. and
steering by the wind. Lat 60:05 N Long 177:16 E

Wednesday May 28th 1851

Commenced with strong Breeze from S S W steering
N. W. Middle part weather much the same at 11 A.M.
luffed to the wind with the main yard A back heading E
Lat at 1 A.M. keeper up N. Latter part light wind from
N W heading N. E. picked up a dead Walrus and got
his tusks. Sounded this day in

Lat 60:56 N Long 168:14 E
Lat

Thursday May 29th 1851

Commenced with the light wind from N W to N N W
heading to the N E. frequent squalls of ~~ice~~ snow
middle part. A calm Latter part much the same saw
a ship to the Northward at 10 and this 24 hours
and observation

Friday May 30th 1851

Commenced with calm weather saw one
ship to the Northward. middle part calm
latter part much the same saw one ship
A boiling so ends this 24 hours in
and observation.

Saturday May 31st 1851

Commenced with a calm. 3 ships in sight
one a Boiling middle a light Breeze from N. E.

For Solar Whale, Capt. Pardon Griggs Master

Left port at 7 AM. Saw the ice. stood in for it heading
N.W. Saw 11 ships. Exchanged signals with one french
Whale ship. at 10 AM saw two Bowhead Whales
made several tucks off and on the ice. the ice is about
10 feet high and appears to be broken into cakes and
the top of them covered with snow. so ends this 24 hours.
Lat by Account 62:20 N Long 174:20 E

Sunday June 1st 1857

Commenced with moderate winds from N.E.
standing off and on to the ice. At 2 PM rose the
land. stood in within 2 miles of it but could
not get any further for ice. saw several whales
but did not lower for them. Some fog and rain
middle part thick fog and rain took in sail and
set quarter watches. Saw 2 whale ships and one
merchant Barge. Latter part moderate winds and
thick fog heading in shore. N.W. and N.W.
Light winds from N.E. so ends this 24 hours.
no observation

Monday June 2nd 1857

Commenced with moderate winds from
N.W. and N.E. heading N.W. and N.W. in shore
at 3 PM tucked ship heading E.N.E. at 4 PM
took in sail and set quarter watches. middle part
thick fog much the same with a thick fog. Latter part saw
three ships. Light winds from N.W. so ends this 24 hours in a fog.
Lat by account 62:00 N Long 180:00 E

Tuesday June 3rd 1857

Commenced with a thick fog and light winds from
the northward. saw three ships at 4 shortened sail
and set quarter watches middle part much the same
latter part light winds from the E. stood into the ice
~~saw one whale in the ice and quite a number of ice bears~~
Lat 62:35 N Long 178:48 W

Remarks On Board Ship Roman Cruising

Wednesday June 4th 1857

Commenced with foggy weather and light wind from the N.E. middle part much the same. Saw one ship. Latter part light wind from E with some snow steering by the wind. heading N. At 9 AM saw the ice stood close in to the ice saw saw one whale and a number of seals ~~and~~ the ice seemed to be afloat and broken up the ice reached as far Lat 62:35 N Long 178:48 W as we could see. the course of the ice was E by E. & W by W

Thursday June 5th 1857

Commenced with light wind from the Eastward with foggy weather saw a Bowhead and dived for him without success. first part running down the ice heading N & middle part spoke the ship Liverpool of New Bedford Capt Barker 9 months out clear.

Spoke the Bayne Mount Wilston of N.B.

Capt A Barker. 23 months out 1000 lbs 100 sp

Latter part light wind and clear weather. Steering N by W for Cape Thudum. At 7 saw the land and

this day heading in shore to wind this day saw no whale ships at once from the must head

No observation

Friday June 6th 1857

Commenced with moderate wind from the W by W. with pleasant weather Cape Kureen bearing S W by S 2 miles distant middle part

Spoke the ship Wm West of E.B. Capt Fisher

also the mount Vernon of N.B. Capt Wils

the A Burke of N.B. Capt Norton. the Corral

of N.B. Capt Sherman the Ventura and the

Highburn of N.B. Capt Barker. The Capt all came

on board. middle part light wind from

N. by W. heading South. Latter part much the same saw 4 ships to wind this 24 hours in.

Lat 64 = 11 Long 181 W

off Cape Thaderus And the Swedish Sea Ship's Master

Saturday June 7th 1851

Commence, with moderate wind from the W & W
Squally South. At 4 P.M. Tacked Ship heading E & W
middle part nearly calm with some fog
Latter part Light Breeze, saw one pinback. so and, this day in
Lat 61:42 N Long 179:40 E

Sunday June 8th 1851

Commence, with moderate Breeze and calm,
saw the Cape of Navarin. Bearing N by E 35 miles,
distant at 4 P.M. some rain and fog, with a fresh
Breeze from the W & W heading E & W. Saw a sail
steering to the N & E. middle part much the
same Latter part spoke ship / Pagoda of New Bedford
with nothing this season. Saw 28 ships from the
mast head at one time, and only one a Boiling
Lat 62:17 N Long 179:50 E

Monday June 9th 1851

Commence, with moderate wind from S & W
in company with the Burpee mount Walcott
of N.B. Capt Barker, everything this season
saw the W.M. Johnson. middle part saw the Sun
South part Bearing W. Latter part saw the Ship
Rosier Capt Winslow 500 sp. saw the Eric of
E.H., thick fog standing off and on the land.
no observation

Tuesday June 10th 1851

Commence, with thick fog standing off and on
the land. middle part much the same spoke a
English ship with 600 lbs this season
Latter part moderate wind from S & W. Standing off
and on the land in a thick fog so and this we have
over etc

Remarks on Board Ship. Rossian Cruising

Wednesday June 11th 1851

Commence, with thick fog and rain with light
winds and calm. Employed in ship duty
Middle part light winds from the N.E. Latter part calm
Cape Thaderus 20 miles distant. Saw 3 ships towards the S.

Lat 62: 15 N Long 479: 48 E

Thursday June 12th 1851

Calm and clear weather. middle part light air
from S.W. Thuring N by E. saw 4 ships
Latter part saw 10 ships. at 10 AM made the ice
the coast of the ice running E & W. 40 miles of shore
the southern head of the Anadir Sea Bearing S.W.
Spoke the Barque President of Stonington Capt
Nash. 10 months on board. saw the ruins of N.B.
This day ends in a thick fog

No observation

Friday June 13th 1851

Moderate winds from S.E. and S.S.E. first part
saw several ships in side of the ice to the North
middle part foggy. Standing off and on to the land
Latter part heading S.W. and South. Saw Cape
Thaderus and Cape Narveem. Saw 5 ships
heading to the Southward so ends this day

Lat 62: 35 N Long 479: 20 W

Saturday June 14th 1851

Moderate winds from E.S.E. heading N.E.
saw 10 ships middle part at 6 PM spoke the
Ship Chest of New London Capt Boakes 10 months
out 400 lbs. also spoke the ship Globe and
junior of New Bedford. Middle part thick
fog. Latter part strong winds from N.E.
West. Saw one bowhead going quick.

Lat 62: 22 N Long 480: 00 W

For Polar Whales off the Arctic Sea. Trips.

Sunday June 15th

1854.

Commenced with strong winds from S E
heading W. spoke the Barque Covington of
Warren N.Y. Capt Devoll. with nothing this
season. stood close in to Cape Thaddeus and
saw several Bowheads. lowered for them without
success. spoke the ship Cepia of New Bedford
Capt Newel. with nothing this season.
saw a plenty of whales but it was too rough
to lower for them. middle part thick fog with
strong breeze from S E. heading E.
latter part stood in shore and got sounding
at 18 fathoms. saw 10 Bowheads so ends this day
Lat 62.20 N 179: 50 E.

Monday June 16th

1854

Commenced with strong winds from S E
heading E. off shore. with double reefed top
sails out. thick fog and some rain
at 7 were ship heading S by N. on shore
middle part much the same. latter part
thick fog and rain saw one Bowhead so ends this day
No observation

Tuesday June 17th

1854

Commenced with light winds from E S E
heading S on one tack, and S E on the other.
saw the Barque Prudent and Yellow of
Stoneington. with nothing this season middle
part fog and rain. with light winds from E
latter part saw the ship Daniel Webster of
Nantucket. at 10 Am spoke the ship Montreal of
New Bedford Capt Fish with 2000 bl. this
season. wind from S E & S S E. so ends
stood close in to Cape Nivice. so ends this day
no observation

Remarks on Board Ship ~~Pomona~~ Cruising

Wednesday June 18th 1851

Commenced with a thick fog with moderate wind from S. & E. to N. heading E. and E. & S. E. saw 4 ships middle part much the same saw the Land. heading N. & W. ship heading N. & E. wind N. & W. thick fog latter part strong wind from N. and N. & W. heading West. saw several ships. double reefed the top sail and hauled the gill. so ends this 24 hour
and observation

Thursday June 19th 1851

Commenced with a thick fog and strong wind from N. & W. heading in shore. at 6 saw 10 ships some of them a whaling. at 9 P.M. spoke the ship Wm Thomson of New Bedford Capt Jarrigue with a whale alongside and 30 blb. sp. saw 15 ships middle part got up the St Pauls cable and bent it. latter part stood in to Cape Thaddeus saw a plenty of Bowheads but they was going fast to the along shore. Chased for 8 hours without success. so ends this 24 hour in
Lat and Long of Cape Thaddeus

Friday June 20th 1851

Strong Breezes from the northward Employed in Chasing without success Saw 13 ships middle part Salt water weather Wind and weather much the same latter part much the same Chased whales without success
no obs

Saturday

Sunday June 21st 1851

Commenced with moderate wind, and pleasant weather employed in Chasing whales without success middle and latter part calm Chased whales without success. so ends this 24 hour in
no obs

off Cape Thaddus P. Whiff Master

Sunday June 22nd 1854

Commenced with light winds from S.E. employed in chasing whales. Went on shore. Saw 3 Grizzly Bears in middle part of Calm. Latter part employed in securing the cutting falls & Latter part nothing happens but chasing whales with out success Saw 18 Ships 3 boiling. Heading Northwesterly so ends this 24 hours in

Lat 63:10 N

Long 179:45 W West

Monday June 23rd 1854

Commenced with light winds from the S.E. North Cape in light bearing W. employed in chasing whales without success. They all appear to be going very fast. A middle part heading E by S. off shore at 5 $\frac{1}{2}$ AM rose a dead whale Took him along side and commenced cutting got his throat and lips and lost his head and got him so ends this 24 hours in

Lat 63:28 N Long 178:18 W West

Tuesday June 24th 1854

Commenced with strong breezes from the S.W. all hands employed in cutting. at 4 PM finished got supper and started the work. middle part foggy Latter part the same employed in boiling

Lat 63:45 N Long 178:19 W West

Wednesday June 25th 1854

Commenced with moderate breezes from S.E. Chased whales without success. middle part foggy Saw 5 Ships employed in boiling Spoke the Ship master of New Bedford Capt Bonney with 6 whales this season Capt B came on board

Remarks on Board Ship Roman Cruising

Thursday June 26th 1857

Commenced with moderate winds and foggy weather
steering N by W in company with Mr of N^o 13
employed in Boiling. middle part foggy
latter part much the same. Cooled down the
works and commenced stowing down steering
N by W. winds from S E to end this day
no observation

Friday June 27th 1857

Commenced with moderate winds from S E
steering N by W at 4 P M saw the ice finished
stowing down. Saw 3 ships to boiling and one at
cutting in. latter part heading E along the ice
saw Cape Wherry bearing W. latter part
heading in to the land to end this 24 hours in

Lat 64:30 N Long 176:07 W

Saturday June 28th 1857

Commenced with moderate winds from
the Southward. heading N E saw 17 ships
two a boiling. and one fast to a whale called
it the vessel of N^o 13. middle part foggy.
latter part calm. Cape Wherry in sight bearing
N E. to end this 24 hours in.

Lat 64:30 N Long same.

Sunday June 29th 1857

Commenced with calm weather. Saw 7 ships
3 of them a boiling. middle part thick fog
latter part light winds and boiling
saw a great number of humpbacks

Lat 64:30 N Long N E by

in The Arctic Sea of Tripp Master

Monday June 30th 1851

Commenced with light winds from the S.E.
Spoke the Ship Coral of N.B. Capt Sherman
with two whales this season middle part
wind hauled to the S.W. saw whales and
chased them without success. Saw 10 ships

Lat 64:14 N Long 175:15 W

Tuesday July 1st 1851

Light winds and calm, employed in chasing
whales, without success. middle part
Light winds from S.W. latter part wind
south heading was W. thick fog saw several
ships so ended this 24 hours in
no observation

Wednesday July 2nd 1851

Commenced with strong winds from South
shortened sail to double reefed top sail,
middle part heading E.S.E. at 11 P.M. thick
Ship heading S.W. latter part moderate
winds from S. saw one humpback. Saw
11 ships. Succeeded this 24 hours in

Lat 63:57 N Long 174:00 W

Thursday July 3rd 1851

Commenced with light winds from
South, with a thick fog. S.W. variation
30 degrees E. Spoke the Ship ^{heading} St George
with 3 whales. Mr. Scurry saw and chased
whales without success & latter part stood
in and made the ice. Chased whales in the ice
without success. so ended this 24 hours
no observation

Remarks On Board Ship Roman

~~Wednesday~~ July 4th 1851

Friday July 4th 1851

Commenced, with light winds and thick fog
Chased whale, without success. middle part
thick fog. Latter part made the ice. Chased whale
without success; nothing worthy of note happened.
Lat 64:00 or Long 107:00

Saturday July 5th 1851

Commenced, with ship up to the edge the ice
the ice making of E. and S.W. first part
in company with the ships Montreal
St George, and Gov. Frob of crew Bedford
and the George & Mary of crew London
middle part stood off and on the ice latter
part nothing in sight but ice and ships

Sunday July 6th 1851

Commenced with light moderate winds from
the northward, first part running along the edge of
the ice, at 4 spoke the Charles Phelps of crew London
Capt Birch with 5 whale, this season
middle and latter part steering S.W. by S
saw the ice, and 2 ships: so and this anchors
Lat 63:43 or Long

Monday July 7th 1851

Moderate winds from N.E. to E. steering to
the south west, saw the land and some drift ice
spoke the ship Naosau of N.B. Capt White with one
whale this season. Latter part calm Chased whale
without success. Saw drift ice so and this day
O no Long Lat 63:30

Cruising in The Arctic Sea & Tripp's Abaster

Tuesday July 8th

1851

Commenced with light wind and calm with pleasant weather saw the land. first part heading S. or in shore run through some drift ice. latter part saw 4 ships saw the land 20 miles distant. Chased whales without success. Latter part rainy. No obs

Wednesday July 9th

1851

Moderate wind from different courses. some rain chased whales without success. saw 9 ships & Barge, at Boiling and one a cutting middle part wind N.W. heading W.S.W. Latter part Wind from N.E. and S. Chased whales up to the ice without success. saw several ships. Put 63:00 N Long not obs

Thursday July 10th

1851

Commenced with moderate wind from N.E. or N.W. heading off into the ice. saw the land bearing W. Chased whales without success. Spoke the ship Daniel Webster of San Francisco Cap Menden. at 5 P.M. spoke the ship Marcia & of ex B Capt Wing. ~~do not~~ spoke the ship Columbia. Capt Cusk. middle part strong wind from N.W. double reefed the top sails and took in the gill and mainsail. Latter part blowing a gale from N.W. took in the fore and main top sails and furlled the fore sail some rain so end. this day no observation

Friday July 11th

1851

Commenced with a gale from N.W. heading E. some rain middle part much the same. Latter part more moderate. made sail. and wore ship heading N.W. wind N.W. 33 degree variation E. saw 5 ships no observation

Remarks on Board Ship Roman Cruising

Saturday July 12th 1857

Commenced with moderate wind from NW & heading NW. at 3 PM made the land off Cape Thudlow. Saw 9 Ships. and a good many Rough jackets, saw one Barque a Boiling Middle part Cabin. Latter part much the same went a gunning and killed 31 Suck, Saw 15 Ships and 4 Whales, so ended this 24 hours in Cape Thudlow, Bearing of W. 9 miles distant

Lat 62:20 N Long 179: 03 1/2 E

Sunday July 13th 1857

Light wind from S. heading S and on Cape Thudlow, Saw 20 Ships, Saw humpbacks, and two Bow Suck, Middle part much the same same fog. Latter part stood in and made the ice. at 11 AM spoke the Ship Will Thomson of N York Capt Garrison 5 Whales this season. Capt J. G. came on Board No observation

Monday July 14th 1857

Commenced with fresh Breeze from SW heading NW. on one tack and SE in the other. at 3 PM spoke the Barque Fortune Capt Scattergood 2 whales this season. She brought letter from the Roman. Latter part. Strong wind from SW. spoke the Ship Coral & Glenais of N York 8 Whales this season. so ended this 24 hours in.

Lat 62:16 N Long 180:00 W

Tuesday July 15th 1857

Commenced with strong wind. The Ship under double reefed top sails. Saw the ice. Wind SW middle part fog, took in the fore and mizen top sails Latter part strong wind NW & W so ended this 24 hours. No observation

Off Cape St Thaddens & Bipp's Master

Wednesday July 16th 1854

Commence, with strong winds from W & W at two P.M.
more moderate made all sail. Saw the ice. and five ships
at 6 saw a Barque, Boat, fast to a whale a Spouting
Blood. Middle Light winds from W & W heading S.W.
Latter part standing off and on Cape Cape Thadden
scattering ice 15 miles off shore. Sent two Boats in shore
to look for whales without success. Spoke the
Ship Harrison of New Bedford Capt Hutterway
7 months out 140 bbls whale oil. got letters from
home & end this day in lat

P 62:12. & Long 179:30 E

Thursday July 17th 1854

Commence, with light winds and calm
two Boats in shore looking for whales without
success. Middle part winds E & E. heading
N.E. Saw the glacier of N.B. Latter part light wind
and calm so end this day in lat
No observation.

Friday July 18th 1854

Commence, with light winds from the S.W. and S
spoke the Ship Harrison & glacier of N.B.
thick fog. At 8 P.M. took in the top gallant sail
and double reefed the top sail, middle and latter
part much the same. winds southerly so end this day
No observation.

Saturday July 19th 1854

Strong southerly winds, and a thick fog heading
E. nothing worthy of note happens middle part
much the same. Latter part moderate winds from the
E & E with foggy weather heading N.E. so end this day
No observation.

Remarks on Board Ship Roman Cruising

Sunday July 20th 1854

Commenced with moderate wind from E heading
N E some fog and rain. middle part much the same
latter part Wind from N E heading N W.
thick fog. the ship under double reefed top sails so only
no observation

Monday July 21st 1854

Strong wind from N E heading N W. thick fog
employed in doing nothing. middle & latter part
thick fog and light breeze from N E heading N W
got soundings at 45 fathoms so ended this day
no observation

Tuesday July 22nd 1854

Light wind from the N E with thick fog
made all sail. middle part calm latter part
moderate wind from N E steering N by E
some fog nothing in sight so ended this day
Lat 63:02 or long not obs

Wednesday July 23rd 1854

Moderate wind from S E and E steering
Nort. some fog: took in the fore and main top
gallantsails & flying jib. At 6 P.M. got saw a
ship heading N E. latter part saw 10 ships
saw St Lawrence island: and the main land
Spoke the ship Brighton of N B Capt Weaver
10 months out 600 lbs. heading N N W.
At 10 A.M. light wind and thick fog
no obs

on The Acadia Sea & Tripp Master.

Thursday July 24th 1851

Light wind, and calm weather. employed in ship duty. heading N. W. in company with Ship Brighton of N. B. middle part strong current running to the north, at 8 P.M. came to anchor in 33 fathoms of water. Saw 20 ships, some at anchor, and some under way & latter part light wind from S. so ends this day
Lat 64:32 Long 170:55 W.

Friday July 25th 1851

Commenced with light wind from S. & at 1 P.M. got under way and stood in shore heading S. W. Saw 30 ships, about 10 at anchor middle part. saw the ship glaucaster of New Bedford Capt. Burner with on which this season spoke the ship George Washington of Wareham Capt. Gibbs. & left this season. At 1 P.M. let go anchor in 23 fathoms of water. ~~in the~~
latter part got under way, and stood off into sea.
Lat 64:35 Long 172:30 W.

Saturday July 26th 1851

Commenced with light wind from the S. Employed in standing off and on between Cape Mattern. & Arikamcheche island and trimming ship with salt water middle part strong wind from S. double reefed the top sail. latter part came to an anchor in 25 fathoms of water so ends this 24 hours.

Sunday July 27th 1851

Commenced with calm weather and thick fog Capt. Tripp on Board of the ship Cutraio of Sag Harbor Capt. Brown middle part thick and rainy latter part much the same so ends this 24 hours.

Remarks On Board Ship Roman Jan
Monday July 28th 1854

Commenced with light air and foggy weather
Laying at Anchor middle and latter much the same
Ship Laying at Anchor Ontario Capt Brown
Sag Tawitoy Capt H. H. Brighton Capt W. Currier
the Jennette Capt West. M. Clumery of Warren
Capt Norton and Vulga Bayne and 3 fishing Boats

Tuesday July 29th 1854

Light Breeze from the E. S. E. at 1 got under way
and headed up shore at 4 spoke the Ship Coral
Capt Sherman. at 12 Midnight Capt Triff
returned on Board from getting gunnery. Latter part
moderate winds from the N. W. E. Saw 25 Sh. P.
Lat 64.25 N Long 60.25 W

Wednesday July 30th 1854

Commenced with moderate winds from the N. E.
Laying at W. Saw 25 Ships and the ~~harbour~~
~~gates~~ and the main land middle part strong
winds from N. W. Latter part the same. Spoke the
Ship Bowitch of Warren Capt Waldron 400 tons. Season
Lat 65.20 N Long 60.25 W

Thursday July 31st 1854

Strong winds from N. E. steering close to the
Wind heading off and on the land on the West
Side of the Straits. Saw 5 Sail middle part
much the same Latter part double reefed the
top Sails and hauled up the courses
Saw the Ship. Some fog and rain 20 and 21
the 24 saw the heads of St Lawrence Bay
in sight. No other

Bherings Strates Capt Tripp Master

Friday Aug 1st 1854

Commence, with strong winds and rainy weather. Steering S. with the wind over E middle part more moderate saw the ship of Barker latter part foggy spoke the ship Viscount Capt Coffin 9 months out 500. lbs 400 sp. 20 m. No observation

Saturday Aug 2nd 1854

Strong wind, from N E and E heading N saw the Lund Bearing N W. Saw one Bowhead it spoke the Burgue Custom Packet of N B Capt J Howland 18 months out 200 sp 100 whale & middle part thick weather and strong wind, from N E heading E. latter part heading E S E. thick fog and rain. Nothing in sight Wind N E 20 m. this 24 hours is No observation

~~Commence~~ Saturday Aug 2nd 1854

i could two days of the same name for crossing the meridian from E to W Longitude We have reckoned for E long up to date

Commence Saturday Aug 2nd 1854

Commence, with strong winds, from N E heading E S E. weather thick and rainy under double reefed top sail courses hauled up middle part thick fog. latter part clear weather and light winds from N E. made all sail steering N W. per compass saw 3 ships

Lat 64 46 N Long about 172.00 W

Remarks on Board Ship Roman Cruising

Saturday Aug 3rd 1851

Commenced, with moderate winds from N E
steering W by W. per compass saw six ships
saw the land from Cape Wap to the head of
St Lawrence Bay middle part foggy, with rain
winds of W. latter part foggy winds E. saw one ship
saw two mastsail Boats, from 2 inch rope
No observation

Sunday Aug 4th 1851

Light winds and foggy weather. Laying with the
mastsail aback about half of the time
saw two fore topsail Boats, from 2 $\frac{1}{2}$ inch rope
middle part foggy. of the latter part had 4 hours
clear weather the rest of the day foggy. spoke the Vineyard
No observation

Tuesday Aug 5th 1851

Moderate winds from N E. and thick fog
steering E. at 4 P.M. started ship steering N W
middle part misty and some rain wind from
E or E. standing off and on the fog St Lawrence
latter part heavy rain double reefed the fore
and main top sails. from 4 $\frac{1}{2}$ A.M. to meridian
Beating up the Bay in company with the
Ship Philip Delamoye of Fairhaven so ended the day
No observation

Wednesday Aug 6th 1851

Strong breeze from N E. from meridian to
two P.M. beating up to the Anchorage in St
Lawrence Bay: at 2:20 let ~~go~~ the anchor in
10 fathoms of water and 45 fathoms of Chum
from 3 P.M. to 4 light breeze from S E. with rain
6 P.M. strong wind from S E. at 11 P.M. got in Jersey
and stood further up the Bay in company with

in And About Phosings Strake, I Whipp master

The Ship Philip Delanoye, at midnight let go anchor in
21 fathoms, Watter, and 20 fathoms Chame. we lay in view
of a small island. E. S. E. Lutter part moderate wind
from S. E. with thick fog. So end this 24 hour in
St Lawrence Bay

Thursday Aug 7th 1851

from meridien to midnight Light breer, from
S. E. with thick fog from midnight to 4:30 Light
Breer, from N. or W. at 8 commene, to weigh.
Anchor the Wind being Light and the tide against
us. we got ~~out~~ the Ship on shore on the point
of the small island. Got the signal of distress
the Sloop of War Delados. the a Sledge Ashor
and ^{English} helped us haul off. it to ^{brought} all afloat again
it made sail and stood out of the Bay heading
E. Sent a Boat crew the Ship Highermine Capt B
got her under way. Came on Board and got Disen
So do

Friday Aug 8th 1851

Commence with Light winds from the Westward
at 2:00 PM wind shifted to the Southward
at 3 do a canoe load of natives, came on Board
middle part Light winds from Southward
steering N by E & E, running through Phosings Strake,
from midnight to 4 do thick fog. from 4 to
meridien. Light winds from S. E. steering N by W.
Saw 20 sail. Lat 68.30 Long 167.10 W

Saturday Aug 9th 1851

Light winds from S. E. steering N by W. from 2:00 PM
to 6 do same fog and rain. Saw 10 ships. made out
Cusaron of Fallriver. and the Saratoga of N. Bedford
at 4 do running for a Barque. She proved to be not
Wadsworth
of N B

Remarks On Board Ship Roman Cruising

Sunday 10th

1851

Commenced with light wind from the Westward
middle part strong breeze, with fog and rain
hauled top gulliont sails and double reefed the
top sails, and hauled the gill and main sail
latter part light wind from S E. heading S W
saw the land and five ships.

Lat 67: 08 N Long 168: 00 W

Monday Aug 11th

1851

Commenced with light wind from S E
heading E middle part wind S E with thick
fog. latter part clear. at 11:30 spoke the ship
Arctic of Fairhaven Capt Gelette 9 months out
clean saw the land and a plenty of Pough jackets

Lat 67: 20 N Long 168: 27 W

Tuesday Aug 12th

1851

Commenced with light wind from S E steering
W N W middle part moderate wind and
clear weather. at 5 AM saw 3 Bowheads going
fast. latter part heading N W on one tack and
E on the other tack wind N E with pleasant
weather to end the 24 hours in

Lat 68: 00 N Long 169: 44 W

Wednesday Aug 13th

1851

Commenced with moderate wind from N E
with pleasant weather heading N W. 30:00
variation E middle part much the same
at midnight were ship heading E S E. at
2 AM were ship heading N W. latter part
much the same. at 11 AM came in fog

Lat by account 69: 20 N Long 179: 20 W

on the Arctic Ocean To Grinn's master

Thursday Aug 14th 1851

Commenced, with moderate winds from N.E.
middle part heading N.W. some fog and rain.
Saw 3 ships, to an anchor. Latter part clear weather,
about noon came in thick fog so on this day
no observation

Friday Aug 15th 1851

Commenced, with Light winds from and calm,
with thick fog middle part winds South with fog
ship heading E.S.E. at 3 Am were ship heading N
and N.W. winds, N.E. saw 3 ships,
no observation

Saturday Aug 16th 1851

Commenced, Light winds from N. Steady S.W. by W
at 4:00 Perchained top gullunt sail and flying
luffed to the wind heading N.W. middle part
fog and rain. Latter part some fog, strong
wind, from N.E. and N.W. heading E. with
the foreboard stuck, aboard so on this day
no observation

Sunday Aug 17th
Monday Aug 18th 1851

Commenced, with strong winds from N.E.
at 1 P.M. double reefed the top sail, heading
E. at 4 Am were ship heading N.W. under
the ship under double reefed top sail, courses
braked up spoke the Barge Mary Francis of N.B.
Capt. Bergetty 23 month, out 1700 lbs. Latter part
heading N.W. strong breeze, and cloudy weather

Lat 68: 17 N Long 172: 57 W

Lat 68: 17 N Long 172: 57 W

Remarks on Board Ship Resolute of N B

Monday Aug 18th 1851

Commenced with strong wind from N & E
steering E & E. Cloudy and foggy weather
middle part wind from N with fog and fair
latter part strong wind from N with passing
clouds at 6 AM spoke the Ship Constitution of
Nantucket Capt Barker 47 $\frac{1}{2}$ months ago the
500 ton at 11 spoke the Barque Mary Fraser
so ended this 24 hours in

Lat 67.18 N Long 171.23 W

Tuesday Aug 19th 1851

Commenced with strong wind with frequent
squalls of fog, wind N at 6 PM spoke
the Ship Coral of N B. Capt Sherman
at 7 PM in company with Ship Constitution
Coral and Barque Mary Fraser Capt Griggs
on board of the Constitution middle part
strong wind from N W heading N & E frequent
fog squalls of latter part clear weather. at 4 AM
saw the land, run down the coast of Asia to the
distance of 40 miles, the coast running N E and S W
ran to Cape E. and luffed to the wind heading N & E
saw three ships so ended this 24 hours in

Lat 66.24 N Long 170.34 W

Wednesday Aug 20th 1851

Commenced with moderate wind from N W
at 3.00 PM came in a thick fog saw one ship
middle part foggy with light wind from different
quarters, at 4 AM clear weather and light wind
from South spoke the Ship Glenis and arrived
at New Bedford. Capt Griggs went on
board of the R. at 10 AM Cape E bearing E & E
so ended this 24 hours in

Lat 66:27 N

Cruising in the Arctic Ocean & Trips Boston

Thursday Aug 21st 1854

Commenced with E. light wind from South heading in there in company with ship, an hour or more and glancing off W. at 4 fresh breeze from W or W heading E & E. at 6 P.M. came in with a heavy lapped to the wind off shore heading or with the main yard stuck. middle part headed off shore. At 1 more ship heading South. Wind light with fog at 7 light air from South. Saw Cape & bearing S & W. More ship heading E. at 11 saw the Diomedes island, bearing S & E. So ended this 24 hours in

Lat 65:55 or Long 169:20 W

Friday Aug 22nd 1854

Commenced with light air from S. from 2 to 4 P.M. saw Diomedes island bearing S & E. 5 miles distant at 8 P.M. light wind from the W or W. steering South from 8 P.M. to 11 A.M. steering S & W. fresh breeze from or. at 10 A.M. spoke the Barque Harvest of New Bedford Capt. Atney 10 months out 300 bbls from 10 A.M. to meridian steering S & W. So ended this 24 hours

Lat 64:57 or Long 170:50 W

Saturday Aug 23rd 1854

Commenced moderate wind from N. with clear weather. steering S & W. saw the land bearing from or W. to N & W. middle part fresh breeze from or E. steering S & W. Lat by the North Star at 1:14 minutes AM 63:52 N; at 6 A.M. steering S & E. Wind S & E. ~~40 or~~ at 8 A.M. saw St Lawrence island. bearing E by or 20 miles distant so ended this day 22:00 meridian E. Lat by account 63:06 or Long 176:55 W

Remarks on Board Ship Roman Cruising

Sunday Aug 24th 1851

Commenced with moderate wind, from E & E
to E & S. Steering S & E. middle part thick and
rainy Steering S & E. at midnight bore to the
Wind to get sounding, got Bottom at 30 fathoms
hauled the top gullnet and flying gill
at 1 P.M. Hauled the hauler S & E. 25 miles distant
at 1 P.M. Hauled the top haul. Steady wind,
from E. Steering South. 22.00 degrees variation E
from 1 P.M. to midnight. Steady gale from
E & S. Hauled the fore and main top haul,
and the gill and main haul, and also hauled
the main top haul to and to day with gale
from E & S. with heavy rain.

Lat 60.30 N Long 14.00 W

Monday Aug 25th 1851

Commenced with a gale from E & S. with fog & rain.
Steering South. 22.00 degrees variation E.
at 1 P.M. Hauled the hauler S & E. 25 miles distant
from 1 P.M. to 8 P.M. moderate. Wind from E. clear S & S. were
fog and rain at 1 P.M. got sounding at
25 fathoms, middle part which was from
E to S. Wind and rain. Hauling from the haul.
Further part and the haul: saw a ship to the north.

Lat 60.20 N Long

Tuesday Aug 26th 1851

Commenced with calm and light from E.
to S & S. Steering S & S. at 1 P.M. Hauled
the ship S & S. Capt. Vebby. Hauled the hauler
Capt. Vebby. Hauled the hauler of the hauler and the
middle part of the haul with fog and rain. Further part
steering wind from S. Steering S & S.

Lat 58.50 N Long 14.40 W

on the Skennetseutha Sen & Wripps Meister

Wednesday Aug 27th

1851

Commence with strong wind from N W and cloudy weather. Steering E & E. at 4 Pm spoke the Ship Sagoda. Governor Group. & a huntress of New Bedford and the Columbia of Nantucket. middle part strong wind from W. & W or W steering E & E. latter part much the same. Saw the Gov Group of N B. gave a grate number of Birdsuck. To end this 24 hours.
Lat 54.57 N Long 172.38 W

Thursday Aug 28th

1851

Moderate wind from W or W & W. Steering E & E. the Ship Gov Group of New Bedford Capt A. Coggeshall. Nothing this Season at 4 Pm. the island of St Paul Bearing E & E. Distant 12 1/2 miles. N W point of St island S by E & E. from 7 Pm to 10 do heading E & E. winds from S & W. and S. took in the top gallant sails at 1.00 Am double reefed the top sails from 10 Pm to 4 Am heading W by S. from 4 to meridian heading E. 22 degrees variation E.
Lat 54.30 N Long Not obs

Friday Aug 29th

1851

Strong wind from S & E. heading E and E or E at 4 Pm more ship heading S & W 18 degrees variation E. at 4 Pm set the top sails close reefed and furled the course, and gib. from 4 to Pm to 4 Am. steering S W by W. Strong gale from E or E. at 6 Am luffed to the wind heading S W. wind S & E with heavy rain from 6 Am to meridian wind hauling to the S & W. heading West took in the fore top sail.

Lat by obs 54.28 Long 172.44 W
Lat by Dr 54.27 or Long Dr 172.45 W

Remarks on Board of Ship Roman

Saturday Aug 30th 1854

Commence, with strong gale from S to S W
heaving W. the ship bore to the wind under close
reefed top sail and fore sail at 6 more ship heaving
S by E. middle part wind and weather much the same
latter part wind South. Some rain and fog heaving
E by S & S. at 6 AM set the fore top sail close reefed.
at 11 AM more ship heaving W & W so ends Morn. Day
Lat 54:36 Long 171:55 W.

Sunday Aug 31st 1854

Commence, with a strong gale from South
heaving W by S & S. middle part wind and weather
much the same Broke out for Flour middle part
strong gale from W & W heaving S by E. at 2 AM took
the fore and main top sail and hauled up the fore sail
latter part more moderate but shook top sail the gill
and main sail. at 9 AM split the main sail. Bent it
down and bent a better main sail. moderate wind
from W & W so ends this 24 hours in.

Lat 54:24 or Long 171:48 W

Monday Sept 1st 1854

Commence, with moderate winds from W & W
heaving S by E. at 1 PM made all sail from
2 PM to 8 PM calm with a large swell from S W
latter part calm and pleasant weather saw the
island of St. Paul bearing E 47 miles distant

Lat 54:22 Long 171:34 1/2 W

Tuesday Sept 2nd 1854

Commence, with calm and pleasant weather.
at 2 PM light wind from NW & on steering S by E
18 degrees variation & middle part much the same
latter part strong wind from E. steering S by E.
at 8 AM took in the top gallant sail and double
reefed the top sail Lat 55:26 or Long 171:49 W

in the Skamtschatka Sea & Bripp master

Wednesday Sept 3rd

1851

Commenced with strong winds from E heading
S. E. & under double reef top sail. the gill and courses
first part foggy with drizzling rain. middle part ~~clear~~
and weather much the same at midnight hauled the
gill & main sail. from 6 to meridian winds from S. W
heading W. at 8 closed reefed the fore and main top sails
Lat 54:21 Long 173:00 W

Thursday Sept 4th

1851

Commenced with a gale from S. W. heading W
under ~~double reefed~~ close reefed top sail. the At gill
and main sail in. Broke out Brand middle part
more moderate, at 1 P.M. set the gill and main sail
latter part set the topsail single reefed and the main top
gullant sail. Winds S. E. heading W. S. W.
15 degrees variation. Lat by D. R. 55:19 or Long 174:54 W
&

Friday Sept 5th

1851

Commenced with strong winds from S. and S. W
cloudy weather with some fog and rain heading
W middle part strong gales from W. S. W heading S. W
at 8 P.M. hauled the main top gullant sail. at 2 A.M.
set the top sail close reefed and furled the gill and
main sail latter part much the same heading S. W
Lat 55:58 or Long 176:30 W

Saturday Sept 6th

1851

Commenced with strong winds from W. S. W. and W
heading S. W under S. W. at 1 P.M. more ship heading W. S. E.
at 4 P.M. more moderate made all sail heading S. W
middle part calm. latter part light air from E. or E.
Bent down the main top gullant sail and bent another
steering S. W. by W. so end this 24 hours
end observation

Remarks on Board Ship Roman Janth

Sunday Sept 7th 1851

Light wind from East steering S W by W.
Middle part fresh breeze and cloudy weather
Latter part strong wind from E or E. with cloudy weather
and some fog steering W per compass 17 degrees
variation E. No observation

Lat by DR 55: 00 or Long by DR 179: 30 East

Monday Sept 8th 1851

Commenced with strong wind from E or E with
cloudy weather and some fog steering W per compass
at 7 AM hauled the fore and main top Gallant Sails
at 2 PM hauled the main top Gallant Sails
at 5 do double reefed the top Sails. Latter part strong
wind from E or E steering W. the weather thick and
cloudy. Saw a Barque steering S or W. Sounded the day
No observation

Tuesday Sept 9th 1851

Commenced with strong wind from N or N E
with cloudy weather steering West. Middle part
steering S W. moderate wind and cloudy weather
Latter part much the same steering S W. Saw a Barque
to the Westward so ended this 24 hours

Lat 54: 08 or Long 168: 54 East

Wednesday Sept 10th 1851

Moderate wind from E or E. steering S W
pleasant weather. But cloudy Saw a Barque
steering to the Southward. at 3 PM sent up
the main royal yard and sent the main royal

Stantscutka Sea D Whipp Master

H	K	HK	Course	W	Wednesday Sept 10 th 1851
2					Commence to keep dead reckoning
4			S W	N N E	Sept 10 At 1 PM Copper Island Bearing
6	6	1	"	"	N W 1/4 or 45 mile distant from which
8	6	1	"	"	position I take my departure.
10	7	"	"	"	Lat 54:00 N Long 158:54 E
12	6	"	"	"	Moderate gale and pleasant weather
2	6	"	"	"	
4	5	"	"	"	Latter part Sat the Studding Sail
6	6	"	South	North	Moderate winds and pleasant weather
8	6	"	"	"	Saw a Burge steering South
10	6	"	"	"	11:00 variation W
12	6	"	"	"	Lat by A 52:20 N Long by A 168:15
"	Dist made good			"	Lat DR 52:18 N Long by DR 168:15 E
"	106: Diff Long Diff Lat Dep Course				
"	"	"	00:45 W 1:12 S 27 W, S by 11 3/4 W		

H	K	HK	Course	Winds	Thursday Sept 11 th 1851
2	4	"	South	N N W	Light winds and pleasant weather
4	4	"	"	"	Sat the Lower Studding Sail
6	4	1	"	N W	From 6 PM to 6 AM much the same
8	4	1	"	"	
10	4	1	"	W	
12	4	1	"	"	Latter part light Air and cloudy
2	4	1	"	"	weather broke out for weather
4	4	1	"	"	
6	4	1	"	"	
8	3	"	"	"	Lat by DR Long by DR
10	3	"	"	"	50:45 N 168:40 E
12	3	"	"	W by S	
Dist Diff Lat Diff Long Departure variation 11:15 W					
95. 1:23 S, 00:31 E 00:19 E No observation					

Remarks on Board Ship Roman From

H	HK	HK	Course	Winds	Friday Sept 12 th	1851
2	3	"	SSE	WSE	Light air and pleasant weather	
4	2	"	SSE	"		
6	2	"	"	"		
8	1	"	"	"	From 7 pm to 10 at all calm and cloudy	
10	0	"	"	Calm		
12	0	"	"	"		
2	0	"	"	"	at 10 at all Light air from South	
4	0	"	"	"		
6	0	"	"	"	Lat by DR 50:27 of Long 168:54 E	
8	0	"	"	"		
10	0	"	"	"	Employed in necessary duty	
12	2	"	"	South		
Course Dist Diff Lat Diff Long Diff. of observation						
22:30 E. 00:20: 00:18 00:14 E 09. variation 11:15 W						

H	HK	HK	Course	Winds	Saturday Sept 13 th	1851
2	2	"	E by S	South	Light air from S. with cloudy	
4	2	"	"	"	weather. middle part much the same	
6	2	"	"	"		
8	2	"	"	"		
10	2	"	"	"	Latter part moderate winds with	
12	3	"	ESE	SE	grieling rain. at 10 at all tacked	
2	3	"	"	"	Ship heading S by W.	
4	3	"	"	"		
6	4	"	"	"		
8	4	"	"	"	Lat by DR Long by DR	
10	4	"	ESE	"	50 36 W. 170:23 E	
12	2	"	Th W	SE		
Dist made good Course Diff Lat Diff Long Diff.						
00:58 " ESE 00 09 W 1:28 E 57 miles E						
Lat by obs 50:35 Long by obs						

Phoenix Island & Whipp Master

H	K	HK	COURSE	WINDS	Sunday Sept 14 th	1851
2	3	"	SSE	ESE	Light wind, with with drizzling rain	
4	4	"	"	"	Middle part much the same at 6 AM	
6	4	"	"	E	Sat the foretopmast studding sail	
8	4	"	"	"	and the main top Gullant studding sail	
10	4	"	SE by S	E by N		
12	3	"	"	"		
2	2	"	S. E	N E		
4	2	"	"	"		
6	3	"	"	"		
8	4	"	"	"	Lat by M Long by M Lat by A	
10	4	"	"	"	49:28 N 171:26 E, 49:33 N	
12	5	"	"	"		
COURSE	Dist	Dif Long	Dif Lat	Dip		
SE by S.	81	1:13 E	1:07 S.	00 47 E	No variation.	

H	K	HK	COURSE	WINDS	Monday Sept 15 th	1851
2	5	"	SSE	N E	Light wind and cloudy weather, with a	
4	5	"	"	"	large swell from S E and frequent squalls	
6	5	"	"	"	of wind and rain. at 8 PM hauled in the	
8	5	"	"	"	studding sails	
10	5	"	"	"		
12	5	"	"	"	at 11 PM hauled the fore and main	
2	4	"	"	N E	top Gullant sail, and flying gib	
4	4	"	"	"	Saw a ship to the westward at 6 AM	
6	5	1	SSE	"	Sat the fore and main top G sails	
8	5	1	"	"	and flying Gib and main royal	
10	5	1	"	"		
12	5	1	"	N		
COURSE	Dist.	Dif Lat	Dif Long	Dip		
SSE:	111 m	1:42 S.	1:02 E.	47 E.	variation 1 1/2 point E	

Lat by A 47:48 N Long by A 172:20 E
 Lat by R R 47:46 N Long by R R 172:28

Remarks on Board Ship Roman From

H	K	HK	Course	Wind	Tuesday Sept 16 th	1851
2	7	..	E by S	N	Commence with a whole sail	
4	7	..	..	..	Breeze, and pleasant weather	
6	7	..	..	..
8	6	..	E by N	..		
10	6	"	..	NW		
12	6	"	..	..	at 1 A m Cut the Studding Sails & main	
2	6	"	..	..	at 10 do spoke the Barque Fortitude of	2090
4	6	1	..	NW	Harberttown Capt Mansley.	
6	6	1	..	..
8	6	1	..	..	Lat by account 47:16 or Long 176:19 E	
10	6	1	..	..
12	7	1	..	..	Lat by obs 47:17 or Long 176:18	
Course. Dist. Dif Long. Dif Lat Dep.						
E by S. 154. 3:41 E or 30 S 151 E. variation 16:00 E						

H	K	HK	Course	Wind	Wednesday Sept 17 th	1851
2	7	..	E by S	W or W	Fresh Breeze, and passing clouds	
4	7	..	..	..	W. the frequent mist of rain	
6	6	..	..	..
8	5	1	..	..	Middle part much the same	
10	5	1	..	..	Further part nearly calm and pleasant weather	
12	5	1	..	..
2	5	11	..	..
4	3	1	..	..	Lat by D R 47:06 or Long by D R	
6	2	1	..	..	47:06 or 478:49 E	
8	2	..	..	..	by obs 47:05 by obs 178:41 E	
10	1	..	..	..
12	1	..	..	..
Course Dist. Dif Long Dif Lat Dep. variation 16:00 E						
E by S. 103. 2:30 E. 00:10 S 102 E						

Bhering's island To The Sandwich island, Whiff's master

H	K	HK	Course	Winds	Thursday Sept 18 th	1851
2	1	..	S & by E	SSE	Light airs and pleasant weather	
4	1	..	"	"	At 8 pm hauled in the Studding Sails	
6	2	..	"	"	at 10 Am tacked Ship heading S & by E	
8	1	..	"	"	Middle part much the same	
10	1	..	"	SE	Latter part fresh breezes and some rain	
12	3	..	S & by E	ESE	a	
2	4	..	"	"		
4	4	1	"	"	Lat by DR 46:12 N Long by DR 178:39 E	
6	5	..	"	"		
8	5	..	"	"	No observation	
10	5	..	"	"		
12	5	..	"	"		

Course Dist. Dif Long. Dif Lat Dep variation
 S & by E. 65 m. 00:50 E. 00:54. W. 34 E. 16:00 E

H	K	HK	Course	Winds	Friday Sept 19 th	1851
2	3	..	SSE	East	Commenced with moderate winds	
4	3	..	"	"	And foggy weather. At 9 pm hauled	
6	3	..	E by N	South	the top of Sails and flying gill	
8	4	..	"	"	Middle part heavy rain and	
10	4	..	"	"	heavy rain at 2 Am etc got the	
12	5	..	NE	NW	top Sails close reefed, and furled the	
2	6	1	E by N	"	main sail. burst the gill and	
4	6	1	"	"	lost the gill pennants. at 8 Am	
6	6	1	"	"	took in the mizen top sail.	
8	6	1	E & by N	"	Strong gale with a large swell	
10	8	..	"	"		
12	8	..	"	NW		

Course Dist. Dif Long. Dif Lat Dep variation
 E by N. 113. 2:39 E. 00 23 S 110 E. 16:00 E

Lat by DR 45:49 N

Crossed the meridian Long by DR 177:42 W

Remarks on Board Ship Roman From

H	K	AK	WINDS	Course	Saturday Sept 20 th	1852
2	7	..	NW	by 1/2	Commenced with a strong gale	
4	7	..	..	..	running under close reefed fore &	
6	6	..	..	..	main top sails at 3:30 PM	
8	6	..	..	..	Shipped a sea and lost the Starboard	
10	6	..	..	..	Bowt. and surged away the after Quarter	
12	6	..	..	..	Middle part more moderate	
2	6	..	NW	by 1/2	rather light wind, and pleasant	
4	4	..	..	by 1/2	weather at 8 AM set the Studding	
6	4	..	..	1/4	175. 19 W	
8	3	..	..	..	Set by DR 44.41 Long by 8 N	
10	3	..	..	..
12	3	..	..	..	Set by dr 44.41 Long by 175. 27 N	
Course, Dist S of Long, Dif lat Sep Variation						
SE by E : 112 : 2 : 23 E : 1:080 101 E 16:00 E						

H	K	AK	Course	Winds	Remarks
2	4	..	E by S or West	Light winds and pleasant weather	
4	4	..	..	Employed in repairing G.B.
6	4	..	..	..
8	4	..	..	W.S.W. Middle part much the same
10	4	..	..	at 10 AM landed in the Hudding
12	4	..	..	With frequent squalls of rain
2	6	..	..	W
4	6	..	..	..
6	6	..	..	Lat by DR 44.41 N
8	6	..	..	Long by DR 172.28 W
10	6	..	..	..
12	6	..	..	North
Course Dist. Dif Long. Dep. Variation.					
East 120 m 2.5 E 120 m 16.00 E					

Pherrings Island To The Sandwich Islands

H	K	HK	Course	Winds	Monday Sept 22 nd	1851
2	6	..	..	..
4	6	..	E by S $\frac{1}{2}$ or South	..	Moderate winds and passing clouds	
6	6	..	..	..	Middle part cloudy weather	
8	5	..	..	..	with drizzling rain	
10	4	..	..	..
12	4	..	..	..	Latter part light air and drizzling	
2	4	..	..	..	rain. Broke out for weather	
4	3	..	..	..
6	1	..	..	..	Lat by DR 44:37 or	
8	1	..	NNE East	..	Long by DR 170:35 W	
10	1	..	..	..
12	1	..	..	..	No observation	
Course Dist. Dip Long. Dep. Dif of Lat Variation						
E $\frac{1}{4}$ or	83	1:54	828	00:04 or	1 $\frac{1}{2}$ point E	

H	K	HK	Course	Winds	Thursday Sept 23 rd 1851
2	0	..	..	..	Commences with calm and cloudy
4	0	..	..	..	weather with some rain
6	0	..	..	Calm	
8	0	..	..	..	Middle part moderate wind and
10	0	..	..	..	rainy weather latter part set the
12	3	..	E or E	NW	Shudding sail. Light wind &
2	3	..	..	..	and pleasant weather
4	3	..	..	West	
6	3	..	..	..
8	3	..	..	..	Lat by M 44:41 or
10	3	..	..	..	Long by M 169:37 W
12	3	..	..	..
Course Dist. Dif of Long Dep Dif of Lat variation E 1/2 N : 42 .. 00:58 E 0041 E 00 04 or. 16:06 E Lat by obs 44:58 N Long 170:00 E					

Remarks on Board Ship Roman From

H	K	HK	Course	Winds	Wednesday Sept 24 th 1851.
2	3	..	Ely or West		Commence with light wind &
4	3	..	..		pleasant weather middle light air
6	3	..	..		with passing clouds
8	3	..	..
10	3	..	..	W & W	from 4 to 10 to calm from 10 to
12	2	..	..		meridian light air from E
2	1	..	..		Employed in repairing the sails
4	1	..	..	West	
6	0	..	..
8	0	..	..		Lat by DR 44:39 or Long 168:43 W
10	0	..	..		Lat by do 44:47 or Long 168:43 W
12	3	..	SE & East		
Course, Dist. by Long East					Variation E
East, 38: , 00:54, 38 E, Lat 00 02 or 15: 00 E					

H	K	HK	Course	Winds	Thursday Sept 25 th 1851
2	4	..	E	or E	Commence, with moderate
4	4	..	..	..	Wind, and pleasant Weather
6	5	..	ESE	..	Tent down the fore top of Sail
8	5	..	..	..	for repairs. middle part much
10	6	..	..	..	much the same. Latter part
12	6	..	E	..	took in the fore and main
2	6	..	..	..	top of Sails and flying gill
4	6	..	..	..
6	6	..	..	..	Lat by DR 43:50 or
8	6	..	..	..	Long by do. 165:42 W
10	6	..	..	..
12	6	..	..	..
Course, Dist, Dif of Long, Dep. Dif Lat. Variation					
SE 00 E, 140, 3:01 E, 130 E, 00:44, 16 00 E					

Bharrings Island To The Sandwich Islands

H	K	HK	Course	Winds	Friday Sept 26 th	1851
2	5	1	E by S	N E	Moderate winds and cloudy	
4	5	1	..	..	weather. middle part much the same	
6	5	1	..	..	but foggy. Latter part pleasant weather	
8	5	1	..	..	at 10 Am tacked Ship heading N E	
10	5	1	..	..	Employed in repairing the main	
12	4	1	S E by E	E N E	top Gullunt Sail	
2	4	1	..	..
4	4	1	..	..	Lat by DR 42:37 N	
6	4	..	SSE	East	Long by do 164:12 W	
8	4	..	..	..
10	4	..	..	..
12	4	..	N E	ESE		
Course, Dist. Dif of Long. Dep. Dif Lat					variation E	
SE 4 S. 89.					1:30 E. 66 E. 1:13 S 22:06 E	

H	K	HK	Course	Winds	Saturday Sept 27 th	1851
2	8	1	N E	S E	Commenced with fresh Breeze	
4	8	1	..	..	and cloudy weather middle part	
6	8	1	..	SSE	heavy rain Latter part much the	
8	8	1	..	..	same	
10	8	1	..	S		
12	8	1	..	..	Long by DR 160:01 W	
2	8	..	East	..	Lat by do 42:40 N	
4	8	..	..	SSW		
6	8	..	..	..	Lat by obs 42:45 N	
8	8	..	..	..	Long by do 154:59 W	
10	8	..	..	..
12	8	..	..	..
Course, Dist. Dep. Long. Departure Dif of Lat						
SSE 89 E. 183.					4:11 E. 183 E or 03 N	

Remarks On Board Ship Roman From

H	K	Course	Winds	Sunday Sept 28 th	1851
2	5	..	E by S	SW	Commenced with foggy and rainy weather at 3 Pm Sat the Studding Sails
4	4	..	..	..	at 4 do hauled them in. middle part
6	3	..	..	..	heavy rain. at 3 Am took in top G.
8	2	..	..	..	Sails and Sat the top Sails double
10	2	..	..	..	reup'd. latter part fresh Breeze
12	3	..	NNE	SE	from W. made all Sail. at 11 Am
2	3	..	..	..	Sat the Studding Sails
4	3	..	..	..	..
6	4	..	..	..	..
8	4	..	..	..	Lat by D.M. 42:30 W
10	6	..	ESE	North	Long by do 158:40 W
12	5	..	..	..	..
Course. Dist. Dif Long Dip Dif Lat Variation					
E 4 S. 65. 1:21 E. 65 E. 00:10 S 22:00 E					
Lat by obs 42:36 W					
Long not observed					

H	K	Course	Winds	Monday Sept 29 th	1851
2	5	..	SE 1/4 S	North	Commenced with moderate wind
4	5	..	..	..	and cloudy weather with some fog
6	5	..	..	NW	middle and latter moderate winds
8	5	..	..	..	and pleasant weather
10	5	..	..	..	..
12	4	..	..	..	Missioner Ganged forward per log
2	4	..	..	..	Lat by obs 40:45 N Long by do 158:01 W
4	4	..	..	..	Lat by D.M. 40:40 N Long by do 157:58 W
6	4	..	..	..	..
8	4	..	..	NW	Variation 22:30 E
10	4	..	..	..	..
12	4	..	..	..	..
Dist Dip. Course Dif of Long Dif Lat					
106 00:41 S by E 1/4 E 00:41 E 1:50 S					

Bherings Island To The Sandwich Islands

Hour	Lat	Long	Course	Winds	Thursday Sept 30 th	1851
2	6	1	SE	NW	Commenced with moderate winds	
4	6	1	..	..	and pleasant weather. with passing clouds	
6	6	1	..	..
8	6	1	..	..
10	6	1	..	..	Middle and latter part much the same	
12	6	1	..	..	Employed in repairing the old fore sail	
2	6	1	..	NW	Set at 3 am by polar star 39:11 N	
4	6	1	..	..
6	6	1	..	..	Set by DR 38:23 N	
8	6	1	..	..	Long by do 156:25 W	
10	6	1	..	..
12	6	1	..	NW		
Dist 156. Dip Long. Diff Lat Dep. Variation						
Course 1. 34 E. 2. NW. 3. 3 E. 1 1/2 point E						
SE 1/2 E Lat by do 38:25 N Long by do 156:22						

Hour	Lat	Long	Course	Winds	Wednesday Oct 1 st	1851
2	5	..	SE	NW	Light winds and pleasant weather	
4	5	..	..	..	Employed in repairing the old main sail	
6	4	..	..	..
8	4	..	..	..	Middle part much the same	
10	4	..	..	..	Latter part light wind and pleasant weather	
12	3	..	..	..
2	3	..	..	..
4	3	1	..	NW	Lat by DR 37:05 N Lat by do 37:06 N	
6	3	1	..	..	Long by DR 155:31 W Long by do 155:25 W	
8	3	1	..	..
10	3	1	..	..	Variation 1 1/2 point E	
12	2	1	..	..
Dist. Course. Dip Long. Diff Lat Dep.						
89. SE 1/2 E. or 54 E. 1:18 S or 42 E						

Remarks On Board Ship Reman From

H	K	HK	Course	Winds	Thursday Oct 2 nd	1851
2	9	..	S by W	West	Light winds and pleasant weather	
4	9	..	..	..	Employed in repairing main Sail	
6	9	..	..	S W		
8	9	..	..	..	Middle part light air and passing clouds	
10	9	..	..	..	Letter part wind and weather much the same	
12	4	..	..	..	Bent the down sail	
2	4	..	..	..
4	4	..	..	..	Set by S R 35.33 or 3	
6	5	..	..	..	Long by do 154.55 W	
8	5	..	..	West		
10	5	..	..	..
12	6	..	..	..

Dist. Course, Dip Long Dip Lat Dip, variation.
96. $54^{\circ} E \frac{1}{2} E$. $00:35 E$. $1:32$ $00:28 E$. $1\frac{1}{2}$ point E
Lat by ch, $35:37$ Long by do $154:42 W$

H	K	HK	Course	Winds	Friday, Oct 3 rd 1851
2	4	..	S E	W N W	Light winds and pleasant
4	4	..	..	..	Weather, first part Bent down the
6	4	1	..	..	fore Sail, fore topmast Staysail
8	2	1	..	..	and main Spencer, and Bent another
10	2	1	..	West	fore Sail and fore top mast Staysail
12	3	1	..	S W	
2	3	1	..	..
4	5	1	..	..	Lat by D R 34: 01 N
6	5	1	..	..	Long by do 153: 56 W
8	5	1	..	West	
10	5	1	..	..
12	5	1	..	..

Dist. Course. Dif Long. Dif Lat. Departure variation
104. S $78\frac{1}{2}$ E. 00:548. 1:328. 49 mile, E. $1\frac{1}{2}$ point, E
Lat by el, 34:00 N
Long. Carried forward from el.
at meridien 139:58 W
153:58.

Bharang's Island To The Sandwich Island,

H	K	HK	Course	Winds	Saturday Oct 4 th	1851
2	5	..	OSE	NW	Commence, with moderate wind &	
4	5	..	..	..	pleasant weather at meridian set the	
6	5	..	..	..	Studding Sails, at 11 Pm sudden change	
8	4	..	..	North	of wind from N to E. hauled in the	
10	4	..	..	..	Studding sails. middle part heavy	
12	5	..	..	..	rain and squally. took in the fore &	
2	5	..	..	ESE	main top & Sails. Latter part set	
4	5	..	..	..	the fore and main top & Sails.	
6	6	1	..	..	Saw a Ship to the westward Steering	
8	6	1	..	NE	OSE	
10	6	1	..	..
12	7	1	..	..

Dist Course. Dif Long Dif Lat Dep Variation
 128 $S\frac{1}{2}E$. 00:15 2:08. 00:12 E 1 $\frac{1}{2}$ point E

Lat by DR 31.53 or Long by do 153.40 W

H	K	HK	Course	Winds	Sunday Oct 5 th	1851
2	9	..	OSE	ESE	Strong wind, with passing clouds,	
4	9	..	..	..	Saw a Ship to the westward	
6	9	..	..	..	Middle and latter part strong	
8	9	..	..	..	wind with frequent squalls of rain	
10	9	..	..	..
12	9	..	..	..
2	8	..	..	East	Lat by DR 28.50 or	
4	8	..	..	..	Long by do 152:19 W	
6	8	..	..	ESE		
8	7	..	..	..	Lat by do 28.52 or	
10	7	..	..	..	Long 152:23 W	
12	6	1	..	..

Dist 197. Dif Lat. Dif Long Dep Variation
 Course $S\frac{1}{2}E$ 3:03: 1.21 E 1:10 E. 1 $\frac{1}{2}$ point E

Remarks on Board Ship Pomme From

H	K	HK	Course	Winds	Monday Oct 6 th	1851
2	5	..	S by E	N E	Commenced with frequent shower	
4	6	..	..	..	of rain with a whole sail Breeze	
6	6	..	..	East	Middle and latter part moderate	
8	7	..	..	..	Winds and pleasant weather	
10	7	..	..	E S E	put out a new Starboard Boat	
12	6	..	..	..
2	7	..	..	..
4	7	..	..	..	Lat by dr 26:37	
6	5	..	..	..	Long by DR 152:28 W	
8	4	..	..	..
10	4	..	..	..
12	4	..	..	E S E		
Dist 133. Diff Lat Diff Long Dep						
Course S $\frac{1}{2}$ W 2:15 S					00:05 W 00 01 W	
					Lat by dr 26:36 W	
					Long 152:30 W	

H	K	HK	Course	Winds	Tuesday Oct 7 th	1851
2	4	..	S $\frac{1}{2}$ E	E S E	Commenced with moderate	
4	4	..	..	..	Winds and pleasant weather	
6	4	..	..	..	Employed in working on the rigging	
8	4	..	..	..	Middle and latter part much	
10	4	..	..	..	the same	
12	4	..	..	..
2	4	..	..	..	Lat by DR 25:04 W	
4	4	..	..	..	Long by do 152 4:42 W	
6	3	..	..	..
8	3	..	..	..	Lat by dr 25:10 W	
10	3	..	..	..	Long by dr 152:40 W	
12	3	..	..	..
Dist. Course. Diff Long. Diff Lat. Departure variation						
58. S $\frac{3}{4}$ W. 00:14 W: 1.27 S 00.12					1 $\frac{1}{4}$ point E	

Bherring's Island To The Sandwich Islands, P. Tripp 1851

H	K	HK	Course	Winds	Wednesday Oct 8 th 1851
2	3	..	South	ESE	Commence, with Light Winds and
4	3	..	..	..	pleasant Weather. Employed in
6	3	..	..	..	Working on the rigging. Middle and
8	3	..	..	..	latter part much the same.
10	3	..	..	..
12	3	..	..	..

2	3	..	..	..	Lat by DR 23.47 N
4	3	..	..	..	Long by do 153.03 W
6	4	..	..	..
8	4	..	..	..	Lat by do 23.48 N
10	4	..	..	..	Lat by do 153.04 W
12	4	..	..	..	Long

Dist Course. Dif Lat Dif Long Departure. variation
 80 S by N & W. 4:17 S. 00.21 W 00.19 W. 1 1/2 point E

H	K	HK	Course	Winds	Thursday Oct 9 th 1851
2	3	..	S by E	ESE	Moderate Winds and pleasant
4	3	..	..	East	Weather employed in the rigging.
6	3	..	..	..	Middle & latter part much the
8	3	..	..	..	same. employed in Washing Ship.
10	4	..	..	NE	
12	4	..	..	..
2	4	..	..	..	Lat by DR 22.14 N
4	4	..	..	..	Long by do 153.08 W
6	4	..	..	..
8	4	..	..	..	Lat by do 22.13 N
10	5	..	..	..	Long by do 153.09 W
12	5	1	..	NE	

Dist 94. Dif Lat Dif Long Dep variation
 Course S & W 1.33 S 00 05 W 00 04 1 point & E

Remarks on Board Ship Roman from

H	K	HK	Course	Winds	Friday Oct 16 th	1851
2	5	..	South E or E	..	Commenced with moderate wind	
4	5	..	..	..	and pleasant weather. midle	
6	5	..	..	..	part some rain latter part	
8	7	..	..	..	pleasant weather Saw a ship	
10	8	..	..	..	steering to the Southward	
12	8	..	..	..
2	8	..	..	N E by E		
4	6	..	..	..	Lat by dr 19:54 N	
6	5	..	..	..	Long by do 153:41 W	
8	5	..	..	..
10	5	..	..	..	Lat by do, 19:54 N	
12	5	..	..	..	Long by do 153:34 W	

Dist 144. Diff Lat Diff Long Departure
 Course 1200 W 2 = 20 S 00:33 W 00:36 W

H	K	HK	Course	Winds	Saturday Oct 17 th	1851
2	5	..	W by S	N E	Commenced with Light wind and	
4	5	..	..	..	pleasant weather one ship in sight	
6	5	..	..	..	steering W by S. at 2 Pm took in	
8	5	..	..	..	top gullant sail, hauled up the	
10	5	..	..	..	courses and luffed to the	
12	5	..	..	..	wind at 6 Am Saw the land bearing	
2	4	..	North	..	S N? at 8 Am Byron Bay bearing	
4	4	..	SE	E or E	S W by N 1/4 N Dist 14 miles	
6	4	..	W by N	..		
8	6	..	..	..	steering for the harbor of Stills	
10	8	..	W by N	..	Sa and, this, 21. Sews,	
12	8	..	..	..

Dist made good Diff Long Dep Diff Lat
 85 = Course W 1/4 S 1:23 W 78 W 00 02 S
 Lat by DR 19:52 N Long by do 155:04 W
 Lat or Dr obs Long by Obs 155:00 W

Stilo Harbor Works Ship Repair & Tripp

Sunday Oct 12th

1851

Commenced with moderate wind and pleasant weather
at 1:30 AM took a pilot at 3 do came to anchor in
6 fathoms 45 fathoms of ~~Cable~~ Cable Capt Tripp went
on shore. ^{Walter} Middle part got anchor watch, latter part
the Harbor watch went on Liberty so end this 24 hour,

Monday Oct 13th

1851

Commenced with light wind and pleasant weather
the Harbor watch on Liberty middle part got
Anchor watch Capt T on shore ~~Middle part~~
latter part all hands employed in ~~that~~ washing ship

~~Wednesday Oct 15th~~ Tuesday Oct 14th ~~1851~~ 1851

first part employed in rafting Casks for water
at 12 PM took a raft on shore to fill. at 4 PM
started with the raft for the ship. the first officer got
his boat capsized and Roland F. Gammons of
Middleborough Mass ~~was at~~ was drowned. aged
19 years. he was a very promising young man and
was beloved by all who know him. ~~the~~ the first officer
then took another Boat. But was capsized the second time
But all of the crew succeeded in getting on shore

Byron Bay Harbor Works

Wednesday Oct 15th

1851

Commenced, with pleasant weather M. Starbord & water on liberty. The Starbord watch employed in painting the Ships Board. Latter part M. Starbord Watch on liberty. The Starbord watch employed in painting. Latter part all hands employed in murthering Ship

Thursday Oct 16th

1851

Commenced, with pleasant weather all hands employed in murthering Ship. Latter part one watch on liberty. The other watch employed in painting Ship good

~~Thurs~~

Friday Oct 17th

1851

fine weather employed in painting Ship and one watch on Liberty nothing happen, worthy of Note

Saturday Oct 18th

1851

Commenced, with pleasant weather, one watch on Shore the Employed on Board to end, M's Day

Sunday Oct 19th

1851

Same rain and cloudy weather one watch on Liberty the other employed on Board

Monday Oct 20th

1851

Light wind, and pleasant weather one watch on Liberty the other employed on Board

Tuesday Oct 21st

1851

Moderate wind, and pleasant weather Employed in painting Ship one watch on Shore

Wednesday Oct 22nd 1851
Light wind and pleasant weather. one watch on Liberty
the other watch employed in getting off potatoes & fruit

Thursday Oct 23rd 1851
Commenced with Light wind and pleasant weather
at 4 Pm pilot came on Board at 4 Am got under
weigh and stood out with a fair wind at 9 Am
Discharged pilot. Letter part heading S by E

Friday Oct 24th 1851
Commenced with moderate wind and pleasant
weather Steering S by W. Saw the island of Moore
at 7 Pm Middle part Steering S by W saw the
Barque fortune of A B Astor. Letter part running
down the S side of Moore
Lat 21.10 N Long 155.58.5 W

Saturday Oct 25th 1851
Commenced with moderate wind from the East
Steering W. running down the North side of Moore
at 1 Pm Saw Morotore Bearing W first part
running down the passage between Morotore and Moore
heading S W. Middle part Steering W running down
the passage between the islands of Morotore and midai
at 4 Am Saw Wohoo bearing S W. at 4 Capt Tripp
went on shore. Laying off and on at Wohoo Shomulula

Sunday Oct 26th 1851
Commenced with moderate wind and pleasant weather
Laying off and on at Shomulula at 4 took on Board
10 bbls of the fresh potatoes at 6 Capt I came on Board
at 7 Set the course heading S E Middle part Light
wind from S E. heading S W Letter part Calm
Wohoo in sight so ends this 24 hours

Remarks on Board Ship Roman From

Monday Oct 27th 1851

Commenced with pleasant weather and calm
Saw a ship to the westward when in Sight Bearing
N.W. middle part middle and latter part Calm
Employed in fitting new waste and bow Boats
put out a new waste Boat

Tuesday Oct 28th 1851

Commenced with pleasant weather and calm
employed in fitting the Boats. Latter part Light wind,
from E heading S S E put out a new Bow Boat
one ship in sight to the Eastward Lat 19.48 or

Wednesday Oct 29th 1851

Commenced with Light wind from the E and E S E
Employed in painting and fitting Boats Saw a ship
to the Eastward middle and latter part Light air,
from the N E. Sailed this 24 hours in Lat
Lat 19.28 North

Thursday Oct 30th 1851

Commenced with Light wind from N E.
E heading S S E. employed in painting Boats
middle part Light wind from N E S E Steering
S by E. from 10 P M to 4 A M Light wind and Balfeling
Latter part a whole Sail Breve from E heading S S E
Lat 18.47 Long 154.36 W

Friday 31st 1851

Commenced with a whole Sail Breve from E heading
S S E. employed in rigging the Boats middle part
handed the top gallant Sails and flying girt. Latter part
made all sail. fresh Breve from E N E heading S S E
S E.
Lat 17.18 or Long 154.00 W

The Sandwich Islands To The Line & Tripp m

Saturday Oct Nov 1st 1851

Commenced with a whole Sail Breeze from E & E
heading S E. Middle heading S E by E Strong Breeze
from E & Latter part ~~some~~ frequent squalls to end this day
Lat 15:34 N Long 153:48 W

Sunday Nov 2nd 1851

Commenced with a whole Sail breeze from E & E
Employed in Ship duty middle part much the same
Latter part ~~Saw a ship to the~~ fine weather
Lat 13:36 N Long 153:12 W

Monday Nov 3rd 1851

Commenced with a whole Sail Breeze from E & E
heading S E middle part much the same
Latter part Saw a ship to the Eastward. employed
in painting the Parrots and Beavers.
Lat 11:46 N Long 153:59 W

Tuesday Nov 4th 1851

Commenced with fine wind and weather
one ship in sight at 2 Pm wind hauled from
E & E to S E. Saw a sail to the Southward
wind S E heading S E W middle frequent squalls
of wind and rain. Latter part Saw two ships. both heading
to the Southward Saw two Grampuses. wind from
S E to E employed in knotting yarn
Lat 10:37 N Long 154:04 W

Wednesday Nov 5th 1851

Commenced with a whole Sail Breeze from E S E
to E & E heading from S E to S E. Saw a ship to the
Westward. Sent down the main top Gallant Mast
middle and Latter part heavy squalls of wind and rain
at 10 Pm parted the foot of the fore top Sail. Sent it down
and Bent another. Set the top sails double reefed
Exchanged Signals with the Ship George W of F St

Remarks on Board Ship Roman From

Thursday Nov 6th 1851

Commenced with strong winds from E & E. the top sails double reefed. the Ship George Washington in sight middle heading S by E latter part heavy winds from E & E to W & heading from S E to E & E. heavy squalls of wind and rain. at 10 am took in the gill & main & at close reefed the main and main top Sails so and the day

No observation

Friday Nov 7th 1851

Commenced strong winds from the E & E and frequent squalls of wind and rain. at 1 Pm Sat the top sails double reefed. the Ship George Washington of F. H. in sight to windward middle part much the same. Later part turned out the reefs and set the main top Gallant Sail. at 10 were ship heading S & W from E & E.

No observation

Saturday Nov 8th 1851

Commenced with moderate winds and variable and cloudy weather at 3 Pm spoke the Ship George Washington of Fairhaven Capt Gibs 15 am out 1000 lbs 100 sp middle part heavy squalls of wind and rain Sat the top sails double reefed latter part much the same heavy squalls from S E to E with heavy rain the Ship G. W. in sight

No observation

Sunday Nov 9th 1851

Commenced with variable winds from S E to E with heavy squalls of wind and rain at 4 Pm Sat the top sails double reefed the Ship G. W. of F. H. in sight both ships heading E & E at 3 am were ship heading South. moderate winds from E & E at 4 were ship heading S E & E. light winds and a grate swell from S E the Ship G. W. two miles to the Leeward

Lat 07.00 W Long 150.54 W

The Sandwich Islands To The Line D Tripp master

Monday Nov 10th

1851

Commenced with moderate winds from S & heading
E & E. employed in ship duty middle part variable winds
and squally with heavy rain latter part much the same
the ship G & W of F & H in sight

Lat 7:05 Long not obs

Tuesday Nov 11th

1851

Commenced with a light wind S & by E heading S by W
employed in making spinnaker and working in the rigging
the ship G & W of F & H in sight middle part heavy rain
took in top gallant sails and clewed down the top sails in
in a squall latter part moderate wind and pleasant
weather employed in fitting the mizen top gallant rigging

Lat 6:20 or Long 150:25 W

Wednesday Nov 12th

1851

Commenced with moderate winds from S to S &
heading from S & E to S & W. employed in making
spinnaker. the ship George Washington of F & H
in sight middle part same rain latter part much the
same frequent squalls of rain heading S & W wind from S & E

Lat 5:55 or Long not obs

Thursday Nov 13th

1851

Commenced with light winds from S & heading S & W
frequent squalls of wind and rain at 5 PM bursted the
the gill in a squall. middle part squally with rain
latter part moderate wind S & by E tacked ship heading
S by W sent up the mizen top gallant mast and yard
and set up the rigging. To end this 24 hours in

Lat 5:40 or Long not obs

Remarks on Board Ship Roman Cruising

Monday Nov 24th 1851
Commence, with fresh Breeze from N.E. & heading
E. at 8 P.m. wore ship heading N.W. & took in sail
heading N.W. wind N.E. with cloudy weather
 Latter part moderate wind from N.E. with pleasant
 Lat 5.13. Long 155.08 W

Tuesday Nov 25th 1851
Commence, with moderate wind, from N.E. &
heading E. by S. at 4 took in sail and set quarter wa
 Latter part light wind, steering N.W. employed in
 making spargum. Lat 5.20 N Long 155.50 W

Wednesday Nov 26th 1851
Commence, with moderate winds from N.E. and N.W.
 at 2 P.m. saw Starbuck island lowered for the Boats
 and pulled in shore just at eight Caught several fish
 At Sun down came on Board heading N.W. by N
 set quarter watch, Latter part fresh Breeze from N.E.
 at 8 A.m. saw Starbuck island lowered the Boats and
 pulled in shore to fish. Caught 150 fish so end the day
 Starbuck island is Lat 5.40 N Long 155.50 W
 Layed down 15 miles to far to the North

Thursday Nov 27th 1851
Commence, with fresh Breeze from the N.E. &
 4 three Boats in shore a fishing. At Sundown
 all hands returned on Board. took in the tops & sails
 and set quarter watch, middle part heading N
 wind N.E. with frequent squalls of wind and rain
 Latter part moderate wind from N.E. at midday
 saw a shoal of sperm whale, heading to the windward
 Lat 4.50 Long 156.18 W



For Sperme on the Line and. There about,

Friday Nov 28th

1851

Commenced with fresh Breer, from E & E. at 1 P.M.
Lowered for Sperme whale, without success. the whale, was
a going fast to windward. At 4 came on Board. heading S &
saw a strange sail to the Eastward. at 7 tacked ship heading
North took in the top Gallant Sail. and set quarter watches
Middle part Light wind and pleasant weather
Latter part much the same at 9 tacked ship seeing this, day
Lat 4:48 S Long 156:26 W

Saturday Nov 29th

1851

Commenced with Light wind, from E & E. and pleasant
weather heading S & E. at 6 P.M. tacked ship heading S & W
saw a ship to the Southward at 7 took in fore and main
top Gallant Sails. and set quarter watches. middle part
wind and weather much the same Latter part fresh Breer,
from E & E. heading S & W so ended this 24 hours
Lat S Long W

Sunday Nov 30th

1851

Commenced with fresh Breer from E & E. at 2 P.M.
Exchanged Signals with a such whale ship. At 6 do tacked
Ship heading E by S & S. Set whole watches middle part
Wind from E & E & E & E heading E & E and E by S
at 9 do tacked ship heading S by W saw a ship
heading to the S & E.
Lat 5:03 S Long 156:00 1/2 W

Monday Dec 1st

1851

Commenced with a Light wind from E & E
at 3 P.M. spoke the such ship of Hansaw Capt
Heesing, 15 months out 200 Mts. Capt I went on
board. at 7.30 P.M. Capt I returned on Board
middle part same equally. at heading E & E & E & E.
at 2.30 do tacked ship heading S & W wind, S & E
Latter part much the same Lat 4:19 S Long 156:53 W

Remarks on Board Ship Roman Cruising

Tuesday Dec 2nd 1851

Strong Breeze from N E heading N W employed
in making rattling stuff. Saw the Ship Hansa to
the seaward at 4 Pm tacked Ship heading E S E
middle part much the same latter part wind and
weather much the same. at 4 Am tacked Ship heading
N W employed in making rattling stuff

Lat 4.23 S Long 155.53 W

Wednesday Dec 3rd 1851

Commenced with a good whole Sail Breeze from N E
heading N W. at 1 Pm tacked Ship heading S E by E
employed in making spungum. middle part much
the same. at 2.30 Am tacked Ship heading S E by E
latter part wind and weather much the same
at meridian tacked Ship Lat 4.20 S Long 155.38 1/2 W

Thursday Dec 4th 1851

Commenced with a whole Sail Breeze from N E
N W. S E by E employed in making rattling stuff
a middle wind and weather much the same
at midnight hauled up the courses. at one were Ship
heading N by W. at 3 Am were Ship heading S E by E
at day light ~~saw~~ set the courses employed in
making rattling stuff Lat 4.38 S Long 155.25

Friday Dec 5th 1851

Commenced with fresh Breeze from N E
steering S W. at meridian saw Starbuck
island ran down the N E and S side of the said
middle part heading N W E. at 2 Am tacked Ship
heading S E by E latter part took in the top Gullunt
Sails. at 4 tacked Ship heading S E by E so on this 21
Lat 4.37 S Long 155.51

For Spence of Mouldings and Starbuck Island

Saturday Dec 6th 1851

Strong Breeze from E or E heading of S E at 2 P M
hooked ship heading heading of E employed in making
sailing stuff middle part heading of E on one
tack and on the other latter part employed in Braking
out for water wind and weather much the same

Lat 4.42 S Long 155.40 W

Sunday Dec 7th 1851

Strong wind from N E and pleasant weather
employed in making spars and middle part
wind and weather much the same latter part employed
in ship duty so on this day steering W or W

Lat 4.44 S Long 156.17½ W

Monday Dec 8th 1851

Commences with moderate wind from N E
steering W. at 2 P M steering S W employed
in ship duty middle part steering South W by W
latter part much the same

Lat 5.15 S Long 157.53½ W

Tuesday Dec 9th 1851

Light wind from N E with pleasant weather
steering S W by W middle part much the same
latter part wind from N. steering W S W.
employed in getting up riggin and fitting the royal
yard

Lat 6.07 S Long 159.25 W

Wednesday Dec 10th 1851

Commences with light wind from N with pleasant
weather. steering W or W. employed in getting up
riggin. middle part much the same latter part
moderate wind from N by W heading W by N employed
in working on the riggin

Lat 6.40 S Long 160.52 W

Remarks on Board Ship Roman Cruising

Thursday Dec 11th 1851

Commence, with moderate wind from N by W
heading W by N employed in working on the rigging
middle part heading W. Light wind from NW
at 4 tucked ship heading NW & wind, NW so ended this
Lat. 6. 20 S Long 161. 57 W

Friday Dec 12th 1851

Commence, with Light wind from NW heading
NW & the wind hauling gradually to the Westward
middle part wind and weather much the same
latter part wind from west heading NW
Lat 4. 55 S Long 162. 00 W

Saturday Dec 13th 1851

Commence, with moderate wind and pleasant
heading NW. Wind from west employed in
small jobs about deck; middle and latter part
much the same, heading north.
Lat 3. 14 S Long

Sunday Dec 14th 1851

Commence, with moderate wind from the NW
heading north employed in making spuryum
middle part wind and weather much the same
at 3 AM tucked ship heading NW & W at 9 AM
got a Lunar observation of Sun & moon
latter part wind and weather much the same
Long by Lunar 162. 25 1/2 W
Long by Chron 162. 26 W Lat 2. 28 S

Monday Dec 15th 1851

Commence, with light wind from NW heading
SW. at 4 PM tucked ship heading NW middle part
and latter part much the same at 9 AM were ship
heading W by S Lat 2 00 S Long 162. 48 W

on the Line And There About, P Tripps Master

Tuesday Dec 16th

1851

Commences with Light wind from ~~or~~ W
employed in making Spungum. Mr G employed in
making gysorns. middle part Light wind
from ~~or~~ E steering west Mr G and the Blacksmith
employed in making gysorns. at 9.30 Am got a lunar
observation. Long by Lunar 163.28 $\frac{1}{2}$ W

Lat 2:00 Long by Chre 163.35 W

Wednesday Dec 17th

1851

Commences with Light wind from ~~or~~ E steering
West. Nothing worthy of note happens middle part
Light wind from ~~or~~ E latter part much the same
employed in making Spungum. so ends this 24 hours
in Lat 2:12 or Long ~~or~~ E

Thursday Dec 18th

1851

Commences with Light wind from ~~or~~ E steering ~~or~~ W
Mr G employed in making gysorns. middle part
wind and weather much the same latter part
moderate wind from ~~or~~ E steering ~~or~~ W by W
Lat 2:54 S Long 166:54 W

Friday Dec 19th

1851

Moderate wind from ~~or~~ E steering ~~or~~ W by W
sent up the main shiesail ~~for~~ pole and Cropped the
main royal yard employed in making Spungum
middle part wind and weather much the same
latter part fresh Breer from ~~or~~ E steering ~~or~~ W by W
Lat 4:05 S Long 168:55 W

Saturday Dec 20th

1851

Commences with fresh Breer from ~~or~~ E steering
~~or~~ W by W middle and latter part wind and weather
much the same steering ~~or~~ W by S so ends this day in
Lat 4:55 S Long 171:00 W

Remarks on Board Ship Roman Cruising

Sunday Dec 21st 1851

Commenced with fresh Breeze from ~~or~~ E. Steering
by the wind. Heading ~~or~~ W. at 5 Pm saw Sidney
Island Bearing ~~or~~ W by W. 16 miles distant at 6 Pm
saw a Ship to the Northward. At 7 do more ship heading
E S E. middle part. some rain at 2 Am more
ship heading ~~or~~ W. Latter part frequent squalls of
wind, and rain. at 10 Am saw Sidney Island Bearing
W by N 12 miles distant, steering W for the Land
Lee Side of Sidney Island: 36 S Long 171:56 W

Monday Dec 22nd 1851

Light wind, from ~~or~~ E at 1.30 Pm sent two
Boats in a shore. But they could not Land for the Surge
at 4 do they returned on Board. squared the yards
and kept the ship her course, steering West
middle part hauled aback the main top sail and let her
lay. at 5 Am Breezed ~~fast~~ foreward. steering W
Lat 4:28. Long 173:00 W

Tuesday Dec 23rd 1851

Commenced with moderate wind from ~~or~~ E
steering ~~or~~ W by W. employed in repairing the fore
top Gallant sail. middle ~~or~~ E latter part wind
from ~~or~~ W steering ~~or~~ W by W. employed in rope making
Lat 3:16 S Long 175:47 W

Wednesday Dec 24th 1851

Commenced with moderate wind from ~~or~~ W
steering ~~or~~ W. nothing worthy of note happened
middle and latter part light wind from ~~or~~ E steering
~~or~~ W by W. employed in working on the rigging
Lat 4:45 S Long 177:05 W

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On The Line and there Abouts P Tripp Master

Thursday Dec 25th

1851

Commenced with moderate wind from the N E
steering N by W. employed in setting up the main
rigging. middle. Light wind, with passing clouds,
latter part wind & much the same. with some rain
steering N by E. employed in working on the rigging

Lat 1.30 S. Long 179.30 W

I throw away Friday for crossing the meridian
from West Longitude into East Longitude. Consequently
I call the next day Saturday Dec 27th

1851

Saturday Dec 27th

1851

Commenced with Light wind from N E steering
N by W. middle part steering N by E with Light
wind and pleasant weather latter part much the same
employed in working on the rigging so end this 24 hours in

Lat 1.24 S Long 178.25 E

Sunday Dec 28th

1851

Commenced with Light wind from N E with pleasant
weather. steering N by E. middle Laying with the main
top sail aback. latter part chased Blackfish without
success. steering N by E so end this 24 hours in

Lat 1.10 S Long 177.25 E

Monday Dec 29th

1851

Light wind from E S E steering N by E employed
ship duty middle part. at 4 Pm heaved to the wind
with the larboard tack, aboard heading S by E. at
12.30 minutes it was wore ship heading N by E
at it being dry morning water on deck and at 5 o'clock
the bell struck for the relieve of the wheel, and the man
who duty it was to relieve the wheel did not do so

Remarks on Board Ship Mosman Cruising
I went forward to find out the reason why. it being
my duty as second officer. to see that it was relieved
when I got forward I found the man (Yam), W Carpenter
which the wheel belong to ~~at~~ asleep I told him to go to
the mast head. and he refused to go I took hold of
him to bring him aft and did so as far aft as the
starboard side of the main mast I found that he would
not go. unless I went to pounding ~~him~~ him and the
whole of the foremast band rushing aft. and I
William Smith and Harry Hutchins showing signs of
open mutiny. I called Capt Tripp he came on deck
and ordered the said Yam, Carpenter to go to the mast head
after some he went. Capt Tripp asked who the men were
that showed signs of mutiny I told him the before said
Hutchins and Smith. he went and brought them aft
and while we was making Hutchins fast in the rigging
Smith run forward. Capt I went to bring him
aft again and he struck ~~him~~ ^{at him} with a sheath knife
but miss him. Capt I then stepped back and spoke
to the first officer and told him to take that man
dead or alive. Mr G. succeeded in taking him
without getting stabbed. and put him in iron and
put him in the rear. Soon after all of the foremast hands
came aft and began to talk and growl to Capt I about
there usage. some of them said that I struck J Carpenter
when I was bringing him aft. Capt I asked him if I
struck him. he sayed that he did not know as I did
he alowed that some thing struck him. which was the
Deck pot which hit his head when he struggle to get
away from me. Latter part were ship heading
S by E. So end, this quarrelsome day in Lat
Lat 128 S Long 156:00 E

On And About The Equinoctial Line Capt Tripp

Tuesday Dec 30th

1851

Commenced with Light wind, from N.E. heading
N.E. by N. at 3 am kept her off W. at 6 Luffed to the
wind heading N.E. Middle part steering by the
wind on Both tacks, Latter part heading E

Lat 1.41:176 176:41 E

Wednesday Dec 31st

1851

Commenced with Light wind from the E or
steering W. at 4 Pm. Saw the Land Bearing W
Called it Byron Island. ran close to the Land. Some
natives came on board. At night they returned on shore
Middle part standing off and on. at 7 am
stood in shore. a grate number of natives came on
Board. There has bin a row abounding for a number
of months and at 9 am some of the men wanted
to go on shore and as the Capt thought that it would
be the easiest way to deal with such trouble some men
than that wanted to go. to go. and then that went
are as follows David Gordon. Cooper
Samuel Johnson Mountstuart. Jacob Matson
Harry Hutchins. John Banes. William Smith
~~foreman~~ Seamen. and Harry Timms Steward
they put there damage in to the Boat. and and
we pulled them on shore. ising good redance
to Bad Rubage so ends this day

Lat 1.28 S Long 176:32 1/2 E

Thursday Jan 1st

1852

Commenced with Light wind and Calm. Laying off
Byron Island. with with natives on Board. at 4 the boat
returned on Board she Brought 1000 coconuts at night
the natives went on shore. middle part frequent
Showers of rain Latter part Light wind and Calms

Lat 1.44 S Long 176:32 1/2 W

Remarks On Board Ship Roman Cruising

Friday Jan 2nd 1852

Commenced with Light air and pleasant weather
one ship in sight heading to the westward at 2 Pm
saw the Land Bearing ex. at 4 spoke the ship Enterprise
of Nantucket. Capt Swane. 230 bbl this season
Capt T went on Board of the E. middle part
Light wind from Eastward. at 8 Pm Capt T returned
on Board. Latter part wind and weather much the
same. saw the Land Bearing ex. at 10. heading north in
company with the E. ex. of Nantucket 20 and this day
Lat 44:40 N. Long not obs

Saturday Jan 3rd 1852

Commenced with Light wind from E. steering
ex by W. at 2 Pm. the natives came on Board
to trade. at 4 they returned on ~~the~~ Shore.
middle part had heavy shower of rain Latter part
moderate wind and pleasant weather steering ex by W
employed in making rattling stuff
Lat 00:35 S Long not obs

Sunday Jan 4th 1852

Commenced with Light wind from the E steering
ex by W. employed in the rigging. middle part steering
ex by W. Latter part steering W. employed in ship duty
Lat 00:42 N Long 174:30 E

Monday Jan 5th 1852

Commenced with moderate wind from the East
W and by S and S W. at 4 Pm saw Simpson's
island Bearing W by S. 15 miles distant at 6 shifted to
the wind heading S E by S. saw three ships to the westward
middle. wind and weather much the same. at 9 Pm
spoke the ship Emory of N B Capt ~~and~~ vice 26 months
out. 600 bbl sp. at the same time spoke the

On The Equinoctial Line and there About, P Tripp Master

Ship Thotian Capt Nicholas. 26 month, out 1200 lbs sp
at same time spoke the ship Heeta Capt Smith 43 month,
out 2300 lbs sp. Latter part steering N by E. Saw
Woodell. & Henderson's islands some of the natives came on
Board. Lat 00 25 N. Long 173:25 E

Tuesday Jan 6th 1852

Commenced with Light with Light wind from the E
steering N by E. some natives on Board from Woodell island
middle and Latter part steering N by W. with Light wind
from the E or E. employed in the rigging to end

Lat 00 08 N. Long 172:00 E

Wednesday Jan 7th 1852

Commenced with Light wind from E. steering N by W
at 4 Pm lowered for Blackfish without success.

middle part Wind and weather much the same
Latter part steering N by E. saw several finbacks.

Lat 00:38 N. Long 171:00 W

Thursday Jan 8th 1852

Light wind from the E or E. steering N by E employed
in ship duty middle part Light wind steering N by E
at 6 Am saw high or caesian island bearing N by E
20 miles distant. Latter part ~~at~~ nearly calm.

Lat 00:54 N Long 170:29 W

Friday Jan 9th 1852

Commenced with Light wind from the E. and calm
at 3^{PM} sprung up a fresh Breeze from W heading W
at 5 Pm sent a Boat on shore to ascertain if the
natives had any wood. we found that they had but could
not trade to right. at 6 came on Board. set the courses
and headed off shore E or E. frequent showers of rain

Remarks on Board Ship Roman off Ocean Island

Friday continued

Letter part Calm the Land Bearing S 84° 4 miles distant
Lat 00.52 S Long 169.45 E

Saturday Jan 10th 1852

Commenced with light air from or W. at 2 Pm sent two Boats on shore for wood. had to give 5 lbs of tobacco to buy off the Turboo. at 6 returned on Board with two Boat loads of wood middle and Letter part calm, employed in cutting and stowing off wood so and the day

Sunday Jan 11th 1852

Commenced with calm and pleasant weather at 4 Pm a light wind sprang up from the Northward heading E. S. E. Ocean Island Bearing or 10 miles distant middle part standing off and on. Letter part the same one of the natives, which we shipped at Bayon island this morning is missing. we suppose that she got to sleep on the rail and fell over Board and drowned so and this

Monday Jan 12th 1852

Commenced with strong wind, from the Eastward with heavy squalls of wind, and rain ^{got} off one Boat Load of wood middle part Beating up to the Land Letter part got off two Boat Loads of wood

Tuesday Jan 13th 1852

Employed in Beating off wood at 6 Pm spoke the ship Gunner of New Bedford Capt Warner Letter part employed in cutting and stowing away wood. Letter part we went to far off shore to get off wood. moderate wind, from or W. we are heading up to the Land

Ship Roman off Oacian Island T Driggs Master

Wednesday Jan 14th 1852

Commenced, with moderate wind from E. the first part employed in cutting and stowing away wood to far of shore to Boat off wood middle and latter part much the same. Beating up to the Land saw 4 ships so ends this, 24 hours,

Thursday Jan 15th 1852

Stood in shore and got off two Boat loads of wood spoke the S. F. George of or 13 125 of this season middle part standing off and on. saw the ships Wm Hamilton of New Bedford Capt Holmes, & Ship Francis of or 13 Capt. Hiram. and the Barque. Cossack of New Bedford latter part got off the three Boat loads of wood and the crative, put on the turboo. and we could not get any more at 11 A.M. came on Board. and squared the yards, and steered west. so ends this, 24 hours in

Lat Long

Friday Jan 16th 1852

Commenced, with moderate wind from E steering W by S 3 ships in sight middle part moderate wind from the Eastward. steering W by S. latter part wind and weather much the same steering W by S.

Lat 00. 24 S Long 167. 50 E

Saturday Jan 17th 1852

Commenced, with moderate wind from the Eastward steering W. at 3 P.M. saw pleasant island Bearing N 3 W. 15 miles distant. stood in shore in company with the ships Wm. Hamilton. St George Gen Pike. Francis & Barque, Mount Waleston and Cossack all of New Bedford. some of the crative, came on Board. Capt T went on Board of the Gen Pike. Capt Baker. at 9 P.M. he returned on Board middle and latter part steering West in company with Mt Waleston and Gen Pike. at 11 A.M. Capt Baker and Capt Marke came on Board
Lat 25 miles S

Remarks on Board Ship Roman Frogon The

Sunday Jan 18th 1852

Commenced, with moderate wind, from the E with pleasant weather. Steering west. in company with the Ship Gen Pike and Burke mount Walerton of N B Middle and Latter part wind, and weather much the same Lat 34 mile, or. & Long 163:04

Monday Jan 19th 1852

Commenced, with moderate wind, from N E heading over W Capt Baker and Capt Tripps on Board of the Ship Gen Pike Middle and Latter part steering by the wind heading N by W

Lat 2. 11 or. Long 163:32 E

Tuesday Jan 20th 1852

Commenced, with moderate wind, and pleasant weather heading or. the Burque mount Walerton and Ship Gen Pike in sight. put up the forge to make spikes. Middle and Latter part Light wind from E or E heading or so end, this 24 hours in

Lat 3.35 or Long 163:32 E

Wednesday Jan 21st 1852

Commenced, with Light air, and pleasant weather heading or. three ships in sight Middle part heavy squalls of wind and rain Latter part a continued rain storm at midnight set the top sail, double reefed sail - two ships, or observation

Thursday Jan 22nd 1852

Commenced, with Light wind, from or E with heavy rain at 4 Pm wind from W with rain Middle some rain with variable wind, at 9 A m saw strong island Bearing or W. 25 miles distant Latter part variable wind, so end, this day

Lat 4:48 or Long 163:13 E

Strong's mill groups To Hong Kong P Tripp Master

Friday Jan 23rd 1852

Commence, with variable wind, heading from or to W
turned the reefs out of the top sail and set the main
top & sail. at 6 Pm Strong's island bearing or E 20
miles distant. moderate wind from or by E.
steering or W. middle some rain with squalls
latter part fresh breeze from or E. steering or W
Lat 6.07 N. Long 162:25 E

Saturday Jan 24th 1852

Commence, with fresh breeze from or E with pleasant
weather steering or W by or. at 5 Pm saw a sail
to the eastward. middle part wind and weather
much the same. latter part do so and this 24 hours
Lat 4.47 N Long 161:21½ E

Sunday Jan 25th 1852

Commence, with moderate wind from or E to or by
steering or W. 9 degrees variation E middle part
steering or W. with wind from or E
latter part much the same
Lat 4.28 N Long 160:20 E

Monday Jan 26th 1852

Moderate wind from or E heading or W
middle steering or W by or. latter part steering or W
Lat 11:31 N Long 154:00 E

Tuesday Jan 27th 1852

Commence, with moderate wind from or E
with a large swell running from or by W
steering or W. at 6 Pm set the main royal;
middle & latter part wind and weather much the
same
Lat 13:26 N Long 155:00 E

Remarks on Board Ship Roman From

Wednesday Jan 28th 1852

Commenced with a whole sail Breeze from N.E. with pleasant weather. Steering N.W. at 4 P.M. steering N.W. by W. middle part much the same at 4 P.M. the island of Graham Bearing N.W. by W $\frac{1}{2}$ W 665 miles distant latter part a good whole sail. Breeze from E.N.E. with pleasant weather. Steering N.W. by W

Lat 15:00 N Long 158:51 E

Thursday Jan 29th 1852

Commenced with a whole sail. Breeze from E.N.E. steering N.W. saw a Barque steering West. a great swell from N.E. & N.W. middle some misty. with a good Breeze from N.E. steering N.W. latter part frequent squalls of wind and rain employed in backing out for water

Lat 16:40 N Long 152:25 E

Friday Jan 30th 1852

Commenced with strong wind, from N.E. with cloudy weather and frequent squalls of wind and rain. at 6 P.M. took in the top of sails and set the top sails double reefed middle part blowing a gale from E.N.E. set the top sails but close reefed and hauled the gib and main sail latter part steering N.W. took in the main top sail at 8 A.M. kept her off E.S.W. it blowing a heavy gale from N.E. Bent a new fore sail but did not set it. at 11 A.M. sent down the main royal yard. so ended this day in

Lat 17:50 N Long 149:55 E

The Shing, Mill Groups To Hong Kong & Tripp Master

Saturday Jan 31st 1852
Commence, with a strong gale from E & S. with passing clouds
steering S & W. under two close reefed Top sail,
employed in bending the main spencer, and sent down
the main skysail poles. we have some fears of a typhoon
middle part strong gale and pleasant weather steering S W
latter part more moderate set the fore sail so end this
Lat 16:47 or Long 148:35 E

Sunday Feb 1st 1852
Commence, with a moderate gale from E & S
steering W by S. at 4 Pm bent a new main top sail
and set it double reefed. middle part running
under short sail steering W by S. at 6 Pm made all
sail. at 9 Pm saw the island of Oryson Bearing
N & W. 20 miles distant, at meridian
got up a breast of the north point Lat
Lat 15:15 or Long 145:45 E

Monday Feb 2nd 1852
Commence, with moderate wind, from S & E
first two hours running down the West side of the
island of Oryson heading W & W. There is a reef which
breaks off out from the west side. from a half to
2 miles of shore. and a small island inside
of the reef. saw a ship at anchor the island
bearing E and the small island bearing N
properly E of a mile distant. we exchanged
signals with her but could not make her out
but she proved to be an American whaler
at 2 squared the yard, steering W & W.
~~middle~~ saw the island of Tiniian middle part
fresh breeze from S & E and S with rain. latter part
wind much the same with pleasant weather. steering
W by N. made a new pair of main top sail left
Lat 16 02 or Long 142:50 E

Remarks on Board Ship Roman From

Tuesday Feb 3rd 1852

Commenced with moderate wind from S. with pleasant weather. steering W by N. at 4 Pm sent a. or der fore top sail. middle part light wind from the S W and South. latter part some rain - employed in ripping up the old foresail.

Lat 16:30 Long 141:00

Wednesday Feb 4th 1852

Light wind, with cloudy weather. S and some rain. heading W by W wind from S W. middle part light air, and pleasant weather steering W. latter part light wind from the E. steering W by S W employed in ripping up the old fore sail so end this 24 hours

Lat 16:52 Long 141:40 E

Thursday Feb 5th 1852

Commenced with light wind from E gradually hauling to the northward. at 4 Pm wind from N E at 6 do N and squally. middle part steering N by W. and N W by W. latter part strong wind from N E. steering N W by W. hoisted the top gallant sail, and the flying jib. frequent squalls of mist and rain so end this 24 hours in

Lat 17:54 Long 141:00

Friday Feb 6th 1852

Commenced with strong wind from N E and rainy weather. at 5 Pm set the top double reefed. at 7 do took in the main sail. middle part wind from N E. and cloudy weather with some rain. latter part much the same

Lat 19:04 Long 136:30

The Shing Will Groupe To Hong Kong & T Master

Saturday Feb 7th 1852

Commence) with strong wind, from N E with cloudy weather, and some rain. Steering NW by W Middle wind and weather much the same. Turned the reefs ~~of~~ out of the main top sail. Latter part steering W. employed in setting up the fore rigging.

Lat 19:54 or Long 133:20 E

Sunday Feb 8th 1852

Commence) with strong wind from N E & E N E steering W & S. at 2 P M Bent the new main sail Middle part wind much the same with cloudy weather. Latter part made all sail. steering W by S. Moderate wind from E. so end this 24 hours in

Lat 19:36 or Long 130:45 E

Monday Feb 9th 1852

Commence) with moderate wind, from E & E N E steering W or W. employed in necessary duty. Latter part strong Breeze from E steering S W or W. employed in repairing the old main sail

Lat 20:39 or Long 127:25 E

On

Thursday Feb 10th 1852

Commence) with a whole sail Breeze from N E with pleasant weather. Steering W or W. employed in repairing the old main sail Middle part moderate wind and pleasant weather steering W or W. Latter part light wind from the N E steering W & N. employed in repairing the main sail

Lat 21:16 or Long 125:00 E

Remarks on Board Ship Roman From

Wednesday Feb 11th 1852

Commenced with moderate wind from N E and
Cloudy weather. with mist, of rain. steering W¹/₂ N
middle part steering west. with light wind from E or E
with mist, of rain. Latter part pleasant weather
at 6 A M saw a ship to the Southward. at 9 A M
saw North Bashee island Bearing W 50 miles Dist
employed in repairing the old main sail

Lat 21:10 or Long 122:55 E

Thursday Feb 12th 1852

Commenced with pleasant weather and
Light wind from E or E to N E steering west.
one ship in sight steering W. at 6 P M
North Bashee island Bearing N E W. 25 miles Dist
saw the other island, Belonging to the same group
Bearing from S to N E W. at the same time saw
the island of Botel Tabago kuan Bearing N W we
called it 40 miles distant. at 6 P M steering W or W
one ship in sight astern. middle part steering
West. at midnight North Bashee Bearing S 20 miles Dist
Latter part. Moderate wind from N E & E or E
at 8 A M spoke the ship Illinois of N B Capt Coville
Board to Henry Cony Capt T went on Board of the
at 10 A M passed the ship North Carolina of Norfolk
18 days from Henry Cony bend, this 24 hours in S

Lat 21:28 or Long 120:35 E

Friday Feb 13th 1852

Moderate wind from N E with pleasant weather
steering N or W. in company with the ship Illinois
of N B Capt T on Board of the J. middle part
strong wind from N E steering W or W
set the top sail, double reefed and furled
the main sail latter part strong wind from
N E with Cloudy weather steering W or W

Lat 22:14 or Long 117:40 E

The Ship's Bill, Grouse To Hong Kong P. J. Master

Saturday Feb 14th 1852

Commenced with strong wind from N.E. and cloudy weather. Steering N.W. at 4 P.M. saw a ship to windward. Called at the Galleries of N.B. at 6 do spoke the Galleries Middle part Steering W. in Company with the Galleries at 5 P.M. saw the Hook of Petra Blanco at 8 do took a pilot 55 miles from Hong Kong latter part Steering N.W. with a free wind from N.E. do. ends this Day

Sunday Feb 15th 1852

Commenced with moderate wind, from N.E. Steering N.W. with a pilot on Board at 4:30 P.M. Let go anchor in the harbor of Hong Kong. with 40 fathoms cable, in 10 fathoms, weather. Middle part salt anchor watch, latter part employed in gaming at 8 P.M. the Dr. came on Board and rationed all hands for the small pot. for it is raging on there

Monday Feb 16th 1852

Commenced with moderate wind and pleasant weather. No liberty on shore. Latter part employed in Braking and getting for water. So ends this Day

Tuesday Feb 17th 1852

Commenced with cloudy weather employed in getting ready for water latter part the same

Wednesday Feb 18th 1852

Cloudy weather employed in Braking out and getting ready for water nothing of worth of note happened

Remarks on Board Ship Pommer

Thursday Feb 19th 1852

Commenced with cloudy weather with some rain. all hands employed in breaking out sperm oil. Latter part frequent showers.

Friday Feb 20th 1852

Commenced with pleasant weather - the starboard watch on shore for the term of 18 hours, watch on Board employed in weathering ship so end, this 24 hours

Saturday Feb 21st

Commenced with fine weather the starboard watch on Liberty for the term of 22 hours, the watch on Board employed in weathering ship

Sunday Feb 22nd 1852

Commenced with fine weather nothing shipboard worthy of note so end, this 24 hours

Monday Feb 23rd 1852

Commenced with the starboard watch on shore. employed in necessary duty Edward Bissell. deserted

Tuesday Feb 24th 1852

Commenced with one watch on Liberty the other watch employed in sending down the main top sail yard, agreed for a new one on shore

at her Anchorage in Hong Kong P. Trip. m.

Wednesday Feb 25th 1852

Commenced, with pleasant weather.
The Starboard watch on Liberty. Discharged
15 bbls of meat to the Burque account valuation.
another man deserted so ends this day

Thursday Feb 26th 1852

Commenced with cloudy weather with some
rain employed in studding oil into bbls

Friday Feb 27th 1852

Commenced, with pleasant weather employed in
studding ^{spirit} oil into bbls sent 30 bbls on Board
the English Barque Rednamed Shaw of
London. Bound to London

Saturday Feb 28th 1852

Commenced, with pleasant weather
employed in stowing down the spirit
in the Blubber room the Starboard watch
on Liberty Emmanuel Longest, deserted

Sunday Feb 29th 1852

Commenced, with a heavy rain storm
The Starboard watch on Liberty. a continual
rain storm through the day

Monday March 1st 1852

Commenced with rainy weather, on Galpin.
The first officer quite sick, succeeded in catching a
deserter got a new main top sail yard from the shore

Tuesday March 2nd 1852

Commenced with strong wind and pleasant
weather sent the main top sail yard aloft
Latter part the Starboard watch on Liberty

Remarks on Board Ship Roman At

Wednesday March 3rd 1852

Commenced with dark gloomy weather all hands on Board employed in necessary duty nothing worthy of note happened, so ended this 24 hour,

Thursday March 4th 1852

Commenced with rainy weather employed in necessary duty, it continued to rain through the day so ended this 24 hour, so ended the day.

Friday March 5th 1852

Commenced with cloudy weather received on Board 6 tons of Irish potatoes and some sheep so ended this 24 hour, so ended the day.

Saturday March 6th 1852

Cloudy weather all hands on Board nothing worthy of note happened.

Sunday March 7th 1852

Commenced with pleasant weather at 12 meridian the police came on Board and searched the ship for deserters, but they found none nothing worthy of note happened.

Monday March 8th 1852

Commenced with pleasant weather all hands on Board nothing worthy of note happened.

Tuesday March 9th 1852

Commenced with light wind and dark gloomy weather shipped two new hands, a seaman and a sailor, and ended weather much the same.

Anchor in Hong Kong P Tripp Master

Wednesday March 10th

1852

Nothing worthy of note happens to day Shipd
two men as seamen

Thursday March 11th

1852

Commenced with pleasant weather received on
Board 3 tons of water from the water Boat

Friday March 12th

1852

Commenced with pleasant weather
Shipd four Chinamen as seamen Nothing
worthy of note happens

Saturday March 13th

1852

Commenced with pleasant weather allhand on
Board at 10 AM Capt T came on Board we are now
under sailing order. when the tide and wind admit

Sunday March 14th

1852

Commenced with pleasant weather allhand on
Board Nothing worthy of note happens as yet
at 5 AM got underway and beat on down the passage
about 2 1/2 miles. and came to an Anchor so and this 24 hours

Monday March 15th

1852

Commenced with pleasant weather first and middle
part done nothing. at 4 AM got under way
and stood out to the outer Anchorage and came to an
Anchor in 9 fathoms of water. and 40 fathoms cable

Tuesday March 16th

1852

Commenced with pleasant weather. the ship at anchor
in the ^{outer} Rhodstead. middle part sat Anchor watch
latter part nothing worthy of note happens, ———

Remarks on Board of Ship Roman

Wednesday March 17th 1852

Commenced with pleasant weather. and doing nothing.
The pilot went on shore at 8 Pm and not returned
at 9 do the pilot returned on Board. He reports Capt &
quite sick. Latter part nothing worthy of note happens.

Thursday March 18th 1852

Pleasant weather. at 2 Pm Capt sent for the
first officer, and one of the Boatsteerer to come
on shore. at 3 do they went according to order.
middle part set Anchor watch, at midnight
an Galpin returned on Board Latter part nothing worthy
of note happens.

Friday March ~~18th~~^{19th} 1852

Commenced with pleasant weather at 8 Pm Capt &
came on Board. middle part set Anchor watch,
Latter part early calm at 11 Am light wind
from S.E. Weighed anchor and commenced Beating
out so end this 24 hours

Saturday March 20th 1852

Commenced with light wind, from S.E. Beating
out a part the head. at 4 Pm set full calm
at 4½ do came to anchor in 15 fathoms water
& 30 fathoms. Chain at 7 Pm set Anchor watch
at 10 Am got underway with the wind E or E.
and stood out to sea at 12 midnight sent the
watch, Latter part employed in stowing the cable
and Anchor. fresh Breeze from E or E.

Sunday March 21st 1852

Commenced with fresh Breeze from E or E. to and of E
standing on different tack, saw several ships
at 6 Pm chose watch, Latter part wind from
N or N.E. or E. No observation

Beating out of The China Sea I Trip's Master

Monday March 22nd 1852

Commenced with Light winds from E or E. to N or E.
Standing about 4 hours on a tack saw a great number
of fishing junk, and several ships, Latter part wind
fresh from E or E. Saw Pedro Blanco
no observation

Tuesday March 23rd 1852

Commenced with fresh Breers from E or E. to N or E
Saw an English Barque steering West, at 3 PM
Pedro Blanco Bearing S W. 15 miles distant
from 3 PM to 7 AM Light mist, of rain middle part
hauded the flying Gib and top Gallant Sails, at
11 AM made all sail, at 10 AM stood in shore
and got soundings at 4 fathoms, the Land 1 1/2 miles
distant, at 10.30 minutes tacked off shore . . .
fresh Breers, with foggy weather no observation

Wednesday March 24th 1852

Commenced with fresh Breers, and drizzling rain
Beating up the Coast on short tack, middle part
strong wind, hauded the top Gallant Sail, and flying Gib
Latter part made all sail stood in and made the Land
at 11 AM. tacked ship heading off shore so end
No observation

Thursday March 25th 1852

Commenced with good whole sail Breers from
E or E. heading S E. at 8.30 PM tacked ship heading
N. Saw the Ship Janois of N B. Capt Coel Bound
to the Arctic Sea, at 6 PM tacked ship heading
off shore spoke the J of N B Capt C. came on Board a
few minutes, Latter part Light winds from the W.
steering E. — saw two other ships steering E
Lat 22:15 or Long 116:20 E

Remarks on Board Ship Roman for The

Friday March 26th 1852

Commenced with light wind from the SW
at 5 PM spoke the ship Hibernia Capt Baker
Bound to the Arctic Seas. Middle part light air
from West. Latter part light wind from SW
steering East Lat 22.40 Long 118.00 E

Saturday March 27th 1852

Commenced with light wind from S
steering ESE in company with the ship
Hibernia of A B Capt B came on board
at 7 he returned to his ship. middle part
moderate wind from S heading ESE. Latter part
light wind from the SW steering ESE.
The ship Hibernia of A B in sight ahead,
We have heard distant thunder for the last 24 hours
Lat 22.20 or Long 119.25 E.

Sunday March 28th 1852

Commenced with moderate wind from SW
gradually backing to the west. at 4 PM fresh
breeze from north. with cloudy weather and a
continual roar of distant thunder. at 6 PM
saw Lannare island in bearing N E $\frac{1}{2}$ E
44 miles distant. ~~the~~ there is every prospect of
an approaching storm. and a continual roar of thunder
at 6.30 minutes hoisted the top Gallant sail
and flying jib. at 7 do. took in all sail to a
double reefed main top sail fore top mast staysail
middle part nearly calm with frequent thunder &
and lightning. Latter ^{part} moderate wind. made all sail
heading S E. at 11 AM hoisted the top Gallant sail
all mariners double reefed the fore top sail
Long 120.00 E Lat 21.44 or

China Sea & Tripp Master

Monday March 28th 1852

Commenced with fresh breeze from N E to E N E
The ship Sibernia of New Bedford, in sight
at 3 Pm set the top sail double reefed, heading
~~E N E~~ E S E, wind from N E middle part
at 8 Pm took in the gib and main sail, heading S E
Latter part set the top sail double reefed, and set the
gib and main sail so ended this 24 hours in

Lat 21.02 or Long 120.45 E

Tuesday March 29th 1852

Commenced with moderate wind from S E. with pleasant
weather heading N N E, at 9.30 saw the Valerite Rock,
Bearing N E. 1/2 mile distant at same time were
ship heading S S W. found a strong current setting
to the Eastward, saw a ship to the Eastward
at 4 Pm wore ship heading N E, wind from
E S E, middle part. at 10 Pm had a heavy squall
call all hands, and shortened sail to three close
reefed topsails, had frequent fighting through the night
sudden change of wind from E S E. to N E.

Latter part set whole top sail steering E by N!

Lat 21.44 or Long 122.12 E

Wednesday March 31st 1852

Commenced with fresh breeze from S. steering
E by N. middle part wind, and weather much
the same latter part light wind from N N W

Lat 22.44 Long 123.50 E

Thursday April 1st 1852

Commenced with pleasant weather and light wind
from N N W. middle part light wind from N E
steering by the wind, at 6 Am light breeze from
E N E steering N E by E. so ended this day

Lat 24.00 Long 124.40 E

Remark, on Board Ship *Remond* From

Friday April 2nd 1852

Commence, with Light wind, from E & E. & E. & E.
Steering N & by E. employed in ship duty
middle part Moderate wind, from S W steering
E or 'E. Latter part Light wind, from S steering or E
employed in repairing a mizen top sail

Lat 23. 10 N Long 126. 29 E

Saturday April 3rd 1852

Commence, with Light wind, from S steering
N & E. employed in repairing the mizen top sail
middle part Light wind, from the South
Latter part Wind, the same steering N & E

Lat 24. 09 N Long 127. 21 E

Sunday April 4th 1852

Light wind, from the S steering N & E. employed in
Mending the mizen top sail middle part
Light wind, and pleasant weather steering N & E
Latter part fresh Breeze, from S. with Cloudy weather
No observation

Monday April 5th 1852

Commence, with fresh Breeze, from S. steering
N & E. at 3 pm took in the top Gallant Sails and
and close reefed the fore and mizen top sails
and furled the main sail. Strong wind, from
S W. with rainy weather. steering N & E.
middle part Light wind, from W to N W.
Latter part Set whole topsail, wind, from N or W to N
No obs

Tuesday April 6th 1852

Commence, with Strong wind, from N or N heading
E or N & E. saw several humpback, middle part
Wind, from N. heading N or W. one tack and E or N on
the other Latter part heading N & E wind, from N or W.
Employed in repairing the main top G. Sail

Stony Stony To The North Sea & Tripp's M

Wednesday April 4th 1852

Commenced, with strong wind, from N W heading N E. at 5 PM double reefed the topsail steering N E. wind N W. middle part strong wind from N W heading N E, at 1 AM took in the gib and main sail and close reefed the fore and main top sail, and the latter part of the top sail double reefed. Went in the gib to repair. At 10 AM set the main top G sail, over single reefed maintop sail

Lat 27.30 N Long

Thursday April 5th 1852

Commenced, with strong wind, from N W by N heading N E by N. at 8 PM Bent the gib. Middle part frequent squalls of rain. Latter part fresh breeze from N W by N heading N E by N. Employed in breaking out for flour saw several humpbacks

Lat 27.38 N Long 132.57 E

Friday April 6th 1852

Commenced, with strong breeze from N W steering N E by N. Employed in repairing the old maintop sail. middle part strong breeze, at midnight took in the main top G sail. Latter part wind, the same employed in sail mending.

Lat 28.37 Long 138.53 E

Saturday April 10th 1852

Commenced, with strong wind, from N W heading N E. Employed in repairing old sail. middle part strong wind, from N W by N heading N E by N. Latter part wind and weather much the same

Lat 29.12 N Long 135.37 E

Remarks on Board Ship Roman From

Sunday April 11th 1852

Commence, with strong wind from N.W. heading
or E. at 4 P.M. set the top sail, double reefed
from 6 P.M. to 6 A.M. frequent squalls of wind from over
at midnight took in the gill and main sail
Latter part more moderate. set the gill and main sail
Lat 29.44 N Long 136.00 E

Monday April 12th 1852

Commence, with moderate wind from over W
steering ~~or~~ E by N. at 4 P.M. took out the reefs
out of the topsail. middle part calm. Latter part
light air from or E. heading N.W. employed in
repairing old sail. Lat 29.59 N Long 136.12 E

Tuesday April 13th 1852

Commence, with light wind from or W. with pleasant
weather. heading or W. employed in repairing old sail
middle part. fresh breeze from S.W. heading E
Latter part steering E by N.

Lat 30.31 N Long 137.10 E

Wednesday April 14th 1852

Commence, with a whole sail breeze from S.W.
steering or E. at 2 P.M. took in the fore and
main top Gallant sail. middle part strong
wind from S. at midnight set the top sail
double reefed. at 8 A.M. had a sudden change of
wind from S.W. to or W. with heavy rain
from 10 A.M. to meridian variable wind, and weather

Lat 31.55 N Long 139.50

Thursday April 15th 1852

Commence, with variable wind, and weather. saw at 8 P.M.
our Sabbath island bearing S.E. 15 miles distant
at 4 do. put out the old waste Boat middle part

The China Sea To The Ochotsk Sea

Light wind, from S-E. with some rain. Layed out
with the main topsail & Back all night at daylight
saw Totath island bearing E & S 15 miles distant
at 6 AM made all sail heading E by N.

Lat 34.41 or Long 144.00 E

Friday April 16th 1852

Commence, with moderate wind, from S & W
steering N E by E. middle part strong wind, from
South. with heavy rain at 10 PM took in the
top Gallant sail, and flying gib. at 2 AM sat
the top sail double reefed. and furled the
gib & main sail. Latter part strong wind, from
S with some rain. No observation

Saturday April 17th 1852

Commence, with strong ~~with~~ wind from S
steering N E by E. a continual rain for the
first 4 hours. at 4 PM steering ~~E & S~~ &
middle part the wind changed to NW. Latter part sat the Gib and main sail heading
N E & NW. Lat 34.07 or Long 144.47 $\frac{1}{2}$ E

Sunday April 18th 1852

Commence, with strong wind from NW
and gradually hauling to the westward heading
NW & and N. Sat sing. & reefed topsail, and the
main top Gallant sail middle part steering
N. with strong wind from S W. Latter part
steering NW took in the main top & sail
and double reefed the fore and main topsails

Lat 35.57 or Long 144.18 $\frac{1}{2}$ E

Remarks on Board Ship Roman From

Monday April 19th 1852

Thosny Breere, from S W steering S W under double reef topsail and Gib and main sail. at 5 PM saw one humpback. middle part more moderate steering S W. at midnight hauled up the course. at daylight made sail heading S W. Brought out for weather. saw humpback and finbacks
Lat 37.48 N. 143.15 E

Tuesday April 20th 1852

Commenced with light wind, from the N E W heading S W. saw finback and humpback, at 4 PM put out the old Bow Boat middle part steering S E. with the courses hauled up. at 2 AM the wind heeled to the S W. took in the main top Gallant sail and double reefed the foretop sail at daylight saw the island of Visschoe bearing S W. latter part light wind, from S E. at 8 AM tacked ship heading S W with the starboard tack aboard

Latter part Lat 38.50 N Long 143.02 E

Wednesday April 21st 1852

Commenced with light wind, from S E heading S W. stood in shore within five miles of the beach and tacked ship heading E off shore middle part Calm. latter part much the same to end the 24 hours
No observation

Thursday April 22nd 1852

Commenced with light air, from S W. and cloudy weather. steering S E. saw humpback to numerous to mention. middle part Breeze Calm latter part much the same
No observation

Hooy Hooy To The Ochotsk Sea P Tripp Master

Friday April 23rd 1852

Commenced with light winds from S to S W with foggy weather steering N E. Middle part strong winds from S W. with misty weather. Took in the top Gallant sail, and close reefed the main top-sail. steering N E. Latter part strong winds and clear weather steering N
Lat 44:11 N Long 144:09 E

Saturday April 24th 1852

Commenced with strong winds from W S W steering E or E. Set double reefed topsails and furled the Gib & main sail middle part steering N E with strong winds from W S W. a heavy swell running from N E. Latter part light air from S W steering N E nothing worthy of note happened.
Lat 42:00 Long 145:42 E

Sunday April 25th 1852

Commenced with light winds from S W. steering E or E. Saw and spoke the ship Wm Thomson of N B Capt Fernagier with one whale this season. Capt I went on Board of the Thomson. middle part steering E or E. with light winds from W S W Latter part winds and weather much the same Saw ship Wm Thomson ~~Boat~~ and her Boat, put to a Right Whale. Saw a number of finbacks.
Lat 42:58 N Long 147. 26 E

Monday April 26th 1852

Commenced with light winds from W S W. and pleasant weather steering N E. the ship Wm Thomson in sight a Stern Middle part. Calm and cold enough for to freeze water on deck. Latter part light air from E or E steering N E. the ship William Thomson lost her whale which she struck yesterday. She is now in sight astern.
Lat 43:17 Long 147:48 E

Remarks on Board Ship Romark near The

Tuesday April 24th 1852

Commence, with light winds from the E. with pleasant weather. steering S. E. saw several Humpback, the ship W. M. Thomson in sight to the Northward. Middle part light air from S. W steering S. E. Latter part light wind from S. W to S steering S. E. by N. saw Upernivik island bearing S. W. by S 50 miles distant. saw a number of Humpback. at 10 A.M. saw Staten island N. by W 50 miles distant. the is^{land} is entirely covered with snow. at 9 A.M. we experienced a shock of an Earthquake it sounded as though the ship had struck Reef. Lat 43.38. Long 148.25 E

Wednesday April 25th 1852

Commence, with pleasant weather. and moderate wind from S. steering S. E. by E. Staten island in sight bearing S. W 50 miles distant. the ship W. M. Thomson. S. E. by E. in sight to the Eastward. saw Humpback. at 3 P.M. steering E. fresh breezes from S. middle part strong wind from S. E. with rain. at 10 A.M. took in top gallant sail, and set the top sail double reefed. and furled the Gibe and main sail. at 3 A.M. light wind from W. Latter part clear weather. the wind gradually hauling to the Northward. Latter part steering S. E. by S. Lat 44.00 Long 150.25 E

Thursday April 26th 1852

Commence, with strong wind from S. W to S steering by the wind. set double reefed top sail. Middle part Calm, Latter part fresh breeze from W. made all sail steering S. W.

Lat 45.30 S Long 151.55

Ochotok Sen J Tripp Master

Friday April 30th 1852

Commence, a moderate wind, from W. and S W. steering N W. at 8 Am saw Company island bearing from N. No. or E. stood in shore. at 4 Pm the land 15 miles distant. at 5 do foggy. hauled off shore heading S E. wind from S W. middle part took in the top Gallant Sail, and double reefed the ~~at~~ top Sail, and furled the gib and main sail heading S E by E. latter part more moderate. and foggy. at 11.30 Am wore ship heading W.

Lat 45. 15 N Longy 121. 05

Saturday May 1st 1852

Commence, moderate wind, and foggy weather heading W. under double reefed topsail, middle part much the same. at 6 Am furled the gib latter blowing a gale from S E heading E. but close reefed topsail. so ends this day with rain and wind a gale from S E.

No observation

Sunday May 2nd 1852

Commence, with a gale from S E. heading E with heavy rain ~~carried close reefed topsail and fore sail all this 24 hour, wind, and weather the same~~ middle part. ~~no observation~~ took in the fore and main topsail latter part the wind from W S W and more moderate ~~Monday May~~ at 4 Am wore ship heading N W. but the gib and main sail. light wind, and a heavy swell.

Lat 45. 24 N 152. 21 E

Monday May 3rd 1852

Commence with moderate wind, cloudy weather steering W. but double reefed top sail, and gib and main sail. middle part strong, wind from N or W steering by the wind heading North

Remarks on Board Ship Roman off

Monday May 3rd Continued

Latter part saw Marikhan island Bearing N N W.
40 miles distant at 8 A.M. the wind hauled to the S.W.
steering N.W. spoke the Ship March of Harore
saw Hummock island, Bearing N N W. and round
island. Bearing N.W. Lat 46:15 N.

Tuesday May 4th 1852

Commenced with strong wind, from N N W & S
steering N.W. heading in to the ochotsk Sea. in
the passage between Marikhan island and round island
in company with the Ship March of Harore
at 4 P.M. raised the ice ahead. making across
the passage it blowing a gale from S. and the ship
being under short sail. Close reefed fore and main
topsail, and double reefed main top sail, we left
to the wind. heading W by S. the leaving the ice on
on our Lee Bow and ahead. at 4 P.M. round island
Bearing N.W. Hummock island, Bearing S. and
Marikhan island E & E. From 4. to 7 P.M. S.W. and
W.S.W. heading S. and S & E. at 7 Hummock island
Bearing S & W. at 8 P.M. reefed the main sail
and cut it. heading S. at 9 A.M. turned out the
reefs, and steered S & E. saw the land Bearing
from N.W. to S & E. Lat 45:38 or long not obs

Wednesday May 5th 1852

Commenced with moderate wind, from N N W
with pleasant weather. steering S & E. Marikhan
Hummock, and Company island in sight. at 7 P.M.
heading S by E. with light wind, from E by S.

Middle part strong wind, from E & E heading S
at 3 A.M. the hauled to the S.W. were ship heading
S & E. Latter part fog and rain. at 9 A.M. set the
top sail double reefed and hauled the Gib and
Main Sail. No Observation

The Kouriel islands. D Tripp Master

Thursday May 6th 1852

Commenced with strong wind from W & W. with fog heading S. at 2 P.M. squared the yard, and steered N & W. at 6 do luffed to the wind heading S with the starboard tack aboard. at 7 saw Company island bearing N & W. middle part. Blowing a gale from W & W. at 10 P.M. hauled the fore and main top-sails and furled the foresail and close reefed the main top-sail. Latter part wind the same, and pleasant weather

Lat 44.38 N Long 149.29 E

Friday May 7th 1852

Commenced with a moderate gale from N W with clear weather. heading N & E. at 3 P.M. set the fore-sail and reefed main top-sail Middle part more moderate set the fore top-sail Latter part moderate wind from N & W. heading N & E at 6 P.M. set the gill & main sail

45.45 N Long 150.45 E

Saturday May 8th 1852

Commenced with moderate wind from N. heading N & E at 2 P.M. saw a ship to the northward. at 4 wore ship heading N W. wind from N & E. saw Company island. Bearing N W 50 miles distant. Middle part fine weather Ship by the wind with aft sail set to the best to the best advantage Lat 45.40 N Long 153.00 East.

Sunday May 9th 1852

Commenced with fine weather Ship running a little further off shore to try to find a whale at 4 P.M. saw a hite whale lowered the boats but the whale doged us at sunset shortened sail for the night and spoke Ship Rile of Greenport Gammed with her 2 hours at daylight made sail at 7 A.M. saw 3 hite whales and lowered the boats

At 8 A.M. One of the whales was
fastened to by my Second Officer Mr. C. L. Thomas
in about 10 minutes one of the loose whales
came up alongside of his Boat and as he
was going past the boat he struck and
knocked the head of the boat off the Blow
of the whales flicks hit Mr. Thomas
edge ^{across the head} ways which killed him instantly
the whale struck him the the second time
while in the water which sunk him and
prevented the Body being recovered

We succeeded in striking the ^{whale} again killing
him and he sunk

In this unfortunate affair I have lost a boat
one hundred fathoms of line 7 Irons 2 lances 29
And a man that I looked upon nearly
to an Own Brother & had it bin my Only
Brother. I could not have felt worse

I feel sometimes as though If I was at home
I would never go in sight of Saltwater again
But such reflections must not be given
away to The Motto of the whaler must
be Perseverance yes Persevere he must
and allow no Obstacle be it ever so mountain
look insurmountable For we know our
lives are in the hand of him who sees with
A keener Perish And the Sparrow fall
For when the Almighty Fiat hath gone
forth Let not the strong man boast in his
strength or the weak man fear. for I
will Be God with the Lord

By
Gordon Tripp Master of Ship

Roman of New Bedford and by
Respectfully dedicates this page to the Afflicted
Relatives of the Deceased

Rule to find the time at the Ship by the Chronometer
Always subtract the Ship's time from the Greenage time
after adding 12 hours to the Greenage time if you are in
West Longitude, and the reverse if you are in E Longitude
.....

Solar Observation Oct 27th Sea Account
 By measuring the Distance of Sun & Moon ^{8 o'clock}

Declination	Sun	Moon	Distance
12:46:02	36:39	31:26	100:41:10
12:43:58	12 ^{noon}	20	16:14
1:56 ^{noon}	36:41	31:06	16:07
12:45:00	22:30		100:43:31
90:00:00	77:15		2:16
77:15:00	136:26		100:45:47
	68:13		41:43
	36:41		100:04:04 57 4
Logarithm	31:32		100 52 04 265
03138			000=48:00 309
01084			
8.56949	Sum	Star	
9.71850	16:04	59:00	
19.33321	16:06	59:05	1:28:28
9.66660	00:02	00:05	21:00:00 caution
	2	4	22:28:28 Ship, T.
08:18:48	16:06	59:04	
001559	8		
26:8:02 49	16:14		26:8:02:49
22400	00107		12:00:00
26:10 26:49	9:9923		26:20:02=49
420000	2237	7229	22:28:28
26:22:26=49	4839	2865	20 02 48
	10,6999	4839	22:25:39 Table 21
	35:56	14937	
	5:47	05:47	
41:43			Long 36:24 3/4 West

List of Ships Lost in the Arctic Sea and Arctic Ocean
 up to July 25th 1854 New Bedford

Ships New Bedford Capt Gray, the America Capt Seaborn
 Arabella Capt Warfield.

New London

Armuta Capt Holt, and Henry Thomson Capt
 the Mary Mitchell Cap Thayer, the Burras Ann
 of Sag Harbor Capt Stearn, ship Hobomac Capt Jones
 of Portsmouth.

French Ship

Star, and the Cosmopolite

Provision Consumed on Board Ship Roman

August	Beef	Pork	Bread	Flour
20	2 lbs	1 lb	130 lb	
20			one pipe	2 lbs
25	1 lb	1 lb		
September 2	1 lb	1 lb		
Dusties				

